

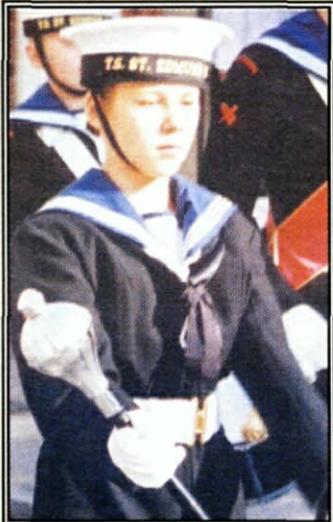
50TH ANNIVERSARY YEAR

Navy News

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Juliette
helps
save
the day
for RAF
– p41



Gone
for a
song:
Elton's
Marine
– p3



Full white
wedding,
Las Vegas
style – p15

NAVAL FORCE 2020

*Through
a glass,
brightly*

WHEN HMS Sceptre practised her periscope photography skills in company with HMS Splendid and a Sea King helicopter from Prestwick, the results were so good that they may now be used in training courses. Sceptre was undergoing operational Sea Training last month and then has a busy programme before a planned visit to Bergen, Norway in December.

Inset: Also in the frame – a Nimrod from RAF Kinloss and the minesweeper HMS Cottesmore

VISION

NAVAL leaders have set out their vision for the next 15 years to create a versatile force capable of tackling any future crisis around the globe.

The 15 year strategic plan will shape the equipment which sailors and Royal Marines will take into the front line – and shape the men and women themselves as senior officers look to create a Navy whose watchword is flexibility. Training, kit, lifestyles, operational tempo, structure of today's RN and RM

● Turn to back page



■ SIX PAGES OF CHRISTMAS GIFT IDEAS INSIDE

Worthy casa

DURING a visit to Brazil at the invitation of the Brazilian Navy, First Sea Lord Admiral Sir Alan West called at Casa Jimmy – a home funded by Led Zeppelin guitarist Jimmy Page that has cared for over 250 children and pregnant teenage girls and their babies from the streets of Rio de Janeiro since it opened in October 1998.

It is run by Task Brazil, a UK-registered charity established in 1992 to provide the children with a secure refuge away from violence, drugs and crime, and has a close relationship with the RN. HMS Lancaster plans to visit Casa Jimmy later this year, taking with her a number of donated items. Parties from the Type 23 frigate hope to rebuild a bridge at Epsom College Farm – itself supported by Epsom College – where Task Brazil plans to teach teenagers about land management and farming, as well as grow food for Casa Jimmy.



FIGUREHEADS



HMS MARLBOROUGH

JUST under 20ft high, this massive and imposing figurehead taken from HMS Marlborough is one of the largest to survive in the UK.

It was carved to represent John Churchill (1650-1722) victor of Blenheim, Ramillies and Malplaquet during the War of the Spanish Succession, who was created Duke of Marlborough in 1702, and shows him in his full regalia, insignia and armour.

The fourth HMS Marlborough, launched at Portsmouth on July 31, 1855, was a wooden steam screw 1st rate three-decker of 6,300 tons – the largest vessel built in the Dockyard at that time.

She carried 121 guns, one 110pdr, 16 8in, six 70pdr, ten 40pdr and 88 83pdr, making her a fighting machine of unparalleled power, size and stature.

She would be the last of the great wooden walls of England, though – five years later the arrival of HMS Warrior, the first iron armoured ship of the Royal Navy, would make her obsolete almost overnight.

By 1878 her active service life was at an end. She was unmasted and used at Portsmouth for a number of purposes such as harbour training.

From 1888 she was a receiving ship attached to HMS Asia, together with HMS Duke of Wellington and HMS Hannibal, to help relieve the congestion on the General Depot, predecessor of the Royal Naval Barracks.

In March 1904 she was renamed Vernon II, becoming part of the newly established Torpedo School, being finally taken out of service and sold for scrap in 1924.

On her way to the shipbreakers, she broke in half and capsized, but her figurehead had been removed from the hulk and placed in a prominent site in HMS Vernon.

When this establishment was closed in 1995, it found a temporary home in the Dockyard until, repainted and restored, it found its way back to the old Vernon site now redeveloped as Gunwharf Quays.



Pearlies on parade



Picture: Wendy Gill, Woodford Photographic Society

PEARLY King and Queen Larry and Doreen Golding pose with RNR personnel from HMS President in the City of London Guildhall Yard at the start of the annual Pearly Harvest Festival Parade – this year attended by some 30 mayors from London and the home counties.

The London Guild of Pearly Kings & Queens are involved with the RN and RNR in various charity works, including parties for disabled children on board visiting warships, including lately HMS Richmonde and HMS Westminster.

Larry served in the Fleet Air Arm in 1942-46, mostly in the East Indies and the Pacific, his last ship being HMS Glory, and his suit is smothered in anchors, FAA wings and ships' badges.

The parade featured vintage taxis, a costume party from the Dickens Society and traditional pearly donkeys and carts. All offerings at the Cockney church of St Mary le Bow went to the Whitechapel Mission for the Homeless.

The proceedings wound up with refreshments and an invitation to 'Splice the Mainbrace' on board HMS President (1918) at Blackfriars.

MUSEUM BUYS ELTON'S MARINE

ROCK legend Sir Elton John is £55,200 richer – and the Royal Marines Museum £55,200 poorer – after it snapped up this portrait from the musician's collection.

Auctioneers Sotheby's expected the portrait of Lt George Dyer, by James Northcote, to fetch a 'mere' £30-40,000.

But trustees of the museum in Eastney, Portsmouth were forced to dip considerably deeper into their pockets for the 1780 painting.

Northcote was one of the leading portrait artists of his day, while Dyer served in the Royal Marines with distinction for nearly 40 years. He saw action in HMS

Orion at the Battle of the Glorious First of June in 1794, as well as in the Napoleonic and American Independence wars, rising to the post of second-in-command of Plymouth Division of the RM in 1815.

A National Lottery handout accounted for £50,000 of the fee the museum paid for the art work.

Sir Elton's sell-off – the auction raised £1.4 million – was prompted not by a lack of cash, rather a need for space; he wanted to give his London home a minimalist theme.

The portrait is due to go on display in Eastney shortly.

Severn starts as she means to go on . . .

NEW fishery patrol ship HMS Severn proved her worth just five days into active service.

Tintin all at sea

MARKING the 75th anniversary of the world famous comic strip reporter, the National Maritime Museum at Greenwich will feature a major exhibition of Tintin next year.

The original artwork of Georges Remi ('Hergé'), much of which has never been seen outside his native Belgium, will be on display in *The Adventures of Tintin at Sea* along with 150 objects and drawings – including a 5m long model of Professor Calculus shark-shaped submarine which appeared in *Red Rackham's Treasure*.

The show will run from March 31 to September 4.

Fishing vessel Lilly L fell foul of the River-class ship in the Channel, as Severn began her first tour of duty out of her home port of Portsmouth.

Severn's boarding party found Lilly L dredging for scallops – but when crew checked the fishing boat's hold, they discovered it had picked up illegal quantities of angler, cuttle and other fish.

The trawler's captain was fined £2,300 by magistrates in Plymouth and ordered to pay £200 costs.

Severn's sister Tyne netted her first catches back in August, ushering three trawlers into Portsmouth and Plymouth in the space of a week over suspected breaches of fishing laws.

The last ship of the class, HMS Mersey, is due to be handed over to the RN by builders VT Group this month.

Hunt class minehunter HMS Quorn netted the Soberton Cup for her efforts in the past 12 months, keeping an eye on the UK's fishing grounds.

Also working for DEFRA, Quorn carried out 104 boardings – finding 11 boats which had broken fishery laws.

The Portsmouth-based warship still found time for some of her minchunting duties, managing to fit in some training and also continuing her affiliations with her namesake town in Leicestershire and Sea Cadet Unit TS Venomous.

Cdr Barry Leighton, who presented the cup to Quorn's commanding officer Lt Cdr Stephen Allen on behalf of the Royal Naval Association, which founded the trophy 14 years ago, said the small ship and her crew had shone in the past 12 months.

"Under the command of Lt Cdr Allen and his predecessor Lt Cdr Mark Lister, the ship's company have served with professionalism, self belief and dedication," he added.

"They have been truly magnificent over the past year and the award is richly deserved."

Upholder to Chicoutimi

HMS UPHOLDER, first of the final class of conventional diesel/electric submarines operated by the RN, has completed the latest stage of her conversion for the Royal Canadian Navy.

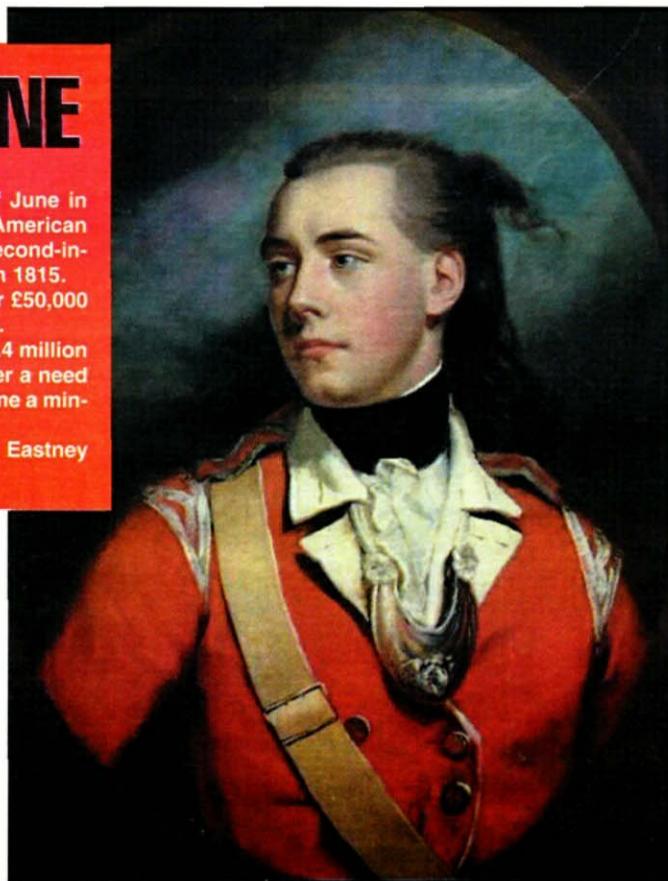
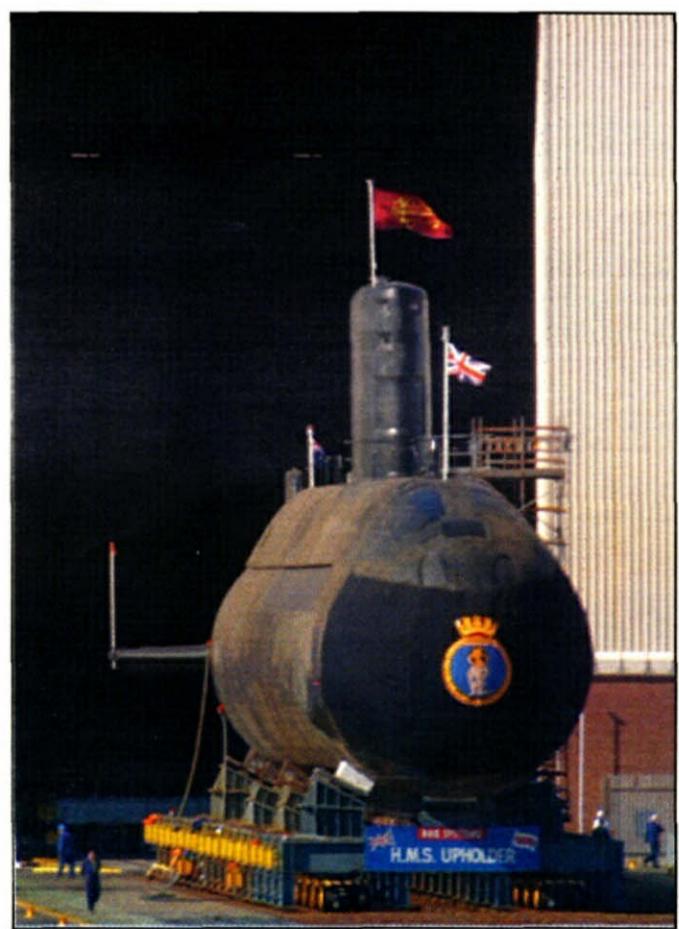
Shipbuilders BAE Systems have spent the past five years reactivating and overhauling Upholder and her three sisters, Unseen, Ursula and Unicorn.

The quartet, formerly based at HMS Dolphin in Gosport, was taken out of service in 1994 as part of a post-Cold War rationalisation and sold to Canada in 1998. Upholder was wheeled out of BAE's Barrow-in-Furness yard in Cumbria ahead of a programme of extensive diving and sea trials through the autumn and winter.

"This has been a very successful programme. People have risen to the challenge and reinforced our status as a submarine centre of excellence," said BAE's submarine division managing director Murray Easton.

"We look forward to handing over a vessel which will provide the Canadian Navy with many years of excellent service."

Upholder will be officially renamed Chicoutimi (it means 'End of the deep water' in the Algonquin native tongue) and handed over to the RCN at Faslane next spring.



Military railway tracks 60 years

A MILITARY railway in the South of England that has delivered the goods for conflicts from D-Day to the latest Iraq war celebrated its 60th anniversary on September 30.

Marchwood Military Railway (MMR) at the Sea Mounting Centre, Marchwood on Southampton Water, began operations in 1943.

The anniversary was marked by a party of past and present people who had close connections with it taking a train ride from the Port Gate to the Mulberry Room on the waterfront where they attended a short service and reception.

One of the roles of the MMR during and in the run-up to the Normandy landings in June 1944 was in support of the constructions of 'Mulberries', the elements of artificial harbours pre-fabricated at Marchwood and then towed across the Channel to the beaches.

The two Mulberry Harbours were vital in enabling re-supply of the Allied invasion force for months after the initial landings. Some 22 miles of track were needed at Marchwood to serve the various Mulberry working areas, and a portion of a concrete 'traverser' – a kind of wagon-sorting facility – still survives.

More recently the MMR was heavily involved in the supply and equipment lifeline for the 1990-91 Gulf War and last year's operations against Iraq – Operation Telic.

Said Railway Superintendent Ian Crespin: "This commemoration is an excellent way to recognise and appreciate the work of the small railway staff who made an unsung but crucial contribution to the Military Port and Sea Mounting Centre over 60 years."

£1/2m NAAFI payout

THE RN and Royal Marines have collected a £500,000 windfall through the success of the NAAFI over the past 12 months.

The forces' shop and canteen service saw profits rocket in the past year – which meant the payout to the military shot up as well.

NAAFI's dividend to the three armed forces came to £2.75 million. The Army gets the lion's share – £1,520,000 – and the RAF receives £711,000.

It is the first time in three years that the organisation has made enough profit to pay a dividend to the forces.

Among the welfare projects the Navy intends to spend its share on is a minibus for sailors and families at HMS Drake.

Said NAAFI Chief Executive Chris Reilly: "The results this year are fantastic news for the military. Our role is to serve the Services and I'm delighted to be making such a substantial dividend payment."

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royalnavy.mod.uk

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New man in charge at HQ in Bahrain

A NEW man has taken over as senior officer in charge of UK maritime operations in the Gulf region.

Commodore Paul Robinson has taken up the appointment of UK Maritime Component Commander (UKMCC), based in Bahrain.

Cdr Robinson will remain in the appointment for around two years – previous commanders have held the post on a three to six-month basis, but the permanent placement will allow for better regional engagement and integration with the US Fifth Fleet and Coalition personnel.

The Navy has had a presence in the Gulf since 1977, contributing to the security of the region.

Over the past 13 years the Navy has been heavily committed to supporting the UN Security Council resolution banning the import and export of illegal goods and oil from Iraq by stopping and searching vessels suspected of breaching the resolution.

In October 2001 the UK Maritime Headquarters was established in Bahrain as part of the UK's contribution to the campaign against international terrorism, launched after the attacks on the United States on September 11.

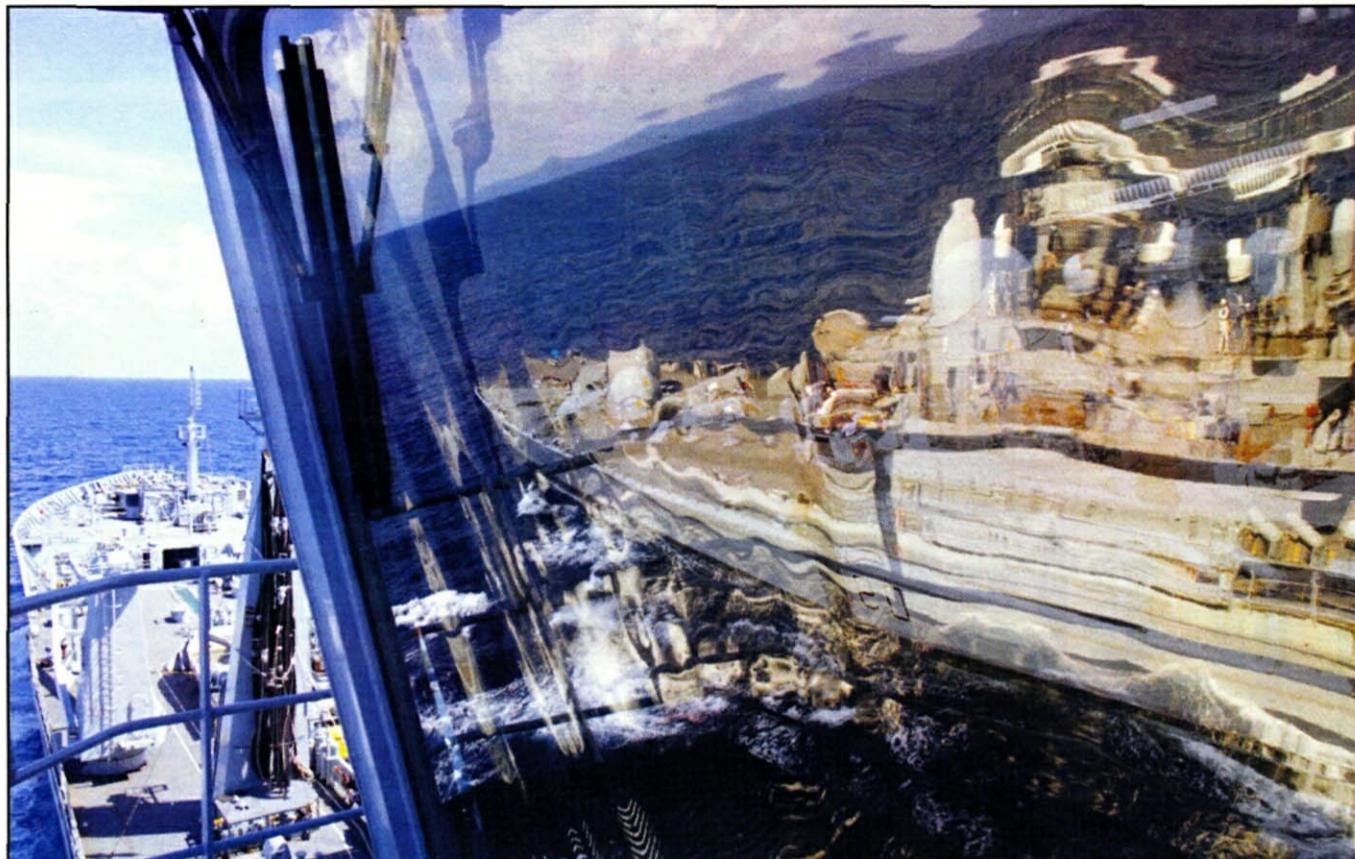
Co-located with the Commander US Naval Forces Central Command, the UK joined 14 other maritime nations in providing ships, personnel and expertise to the multi-national coalition engaged on Operation Enduring Freedom to block the movement of arms and terrorists around the Middle East.

As well as being responsible for UK maritime forces in the region, Cdr Robinson is also Deputy Coalition Commander to the US Navy Admiral who commands the US Fifth Fleet and coalition forces in the area.

In March this year the UK HQ in Bahrain took charge of Royal Navy and Royal Marines units involved in Operation Telic, the operation against Saddam Hussein's regime in Iraq.

Cdr Robinson said: "One of the most important tasks for the UK, US and Australian coalition operating under Operation Iraqi Freedom is intercepting oil smugglers coming up through Iraq's territorial waters and territorial seas.

"Our job is to check these boats for oil, arrest wrongdoers and impound the boats off the coast before handing the offenders on to the Iraqi judicial system."



● HMS Manchester takes on fuel from RFA tanker Wave Knight during counter-drugs operations in the Caribbean. The Type 42 destroyer, on Atlantic Patrol Tasking (North), is due home by the end of the year.

Picture: LA(PHOT) Sean Clee

Sister frigates put the squeeze on smugglers

FRIGATES HMS Kent and Sutherland have been

putting the squeeze on smugglers trying to threaten the growth of free Iraq.

The two Type 23 frigates are protecting the country's lifeblood by keeping an eye on huge oil platforms at the tip of the Arabian Gulf.

The pair are also drawing an iron curtain across the sea to halt the illegal flow of oil in small tankers hoping to take advantage of the fall of Saddam Hussein.

Their work highlights the continuing efforts the RN is making to bring stability to the region more than six months after the fall of Saddam's regime.

The Navy continues to maintain a sizeable presence in and off Iraq.

A naval bomb disposal team is helping deal with the search for weapons of mass destruction as well as blowing up the remnants of

Saddam's arsenal.

And Royal Marines are providing support for the fledgling Iraqi river police patrolling the waterways.

For the Navy's waterborne assets, tackling smuggling remains the key task – as it was before Operation Telic.

Then it was Saddam who tried to sneak oil out of his country to fund his build-up of arms; with the dictator gone, black marketeers have moved in on the smuggling trade.

The racketeers' sole goal is money – money which otherwise would help with the Iraqi nation's rebirth.

But after 170 boardings by HMS Sutherland alone in the past three months, the RN says the smugglers are finding it more and more difficult to operate.

The Navy is being supported by ships from the US, Australian and Italian fleets in drawing a cordon across the northern Arabian Gulf.

Each suspicious ship is sent to the 'smug box' – a quarantine zone for vessels thought to be involved in running the barricade.

Crews can face trial for smug-



● Type 23 frigates HMS Kent and HMS Sutherland, which have been on patrol in the Gulf protecting the Mabot Oil Terminal from smugglers.

Picture: LA(PHOT) Dave Gallagher

gling, and their ships may be confiscated, sold off or even broken up.

Lt Cdr Kevin Easterbrook, Sutherland's Weapons Engineer Officer, said it was clear the two frigates and other Coalition warships were tightening the screws.

"The black market economy was rife for a while, but we are now making a difference. The message is starting to get out that we are here," he added.

"We are trying to reinforce the fact that the oil should go to help bona fide people, to go to the proper sources to rebuild the country."

Kent and Sutherland have also

been asked to protect the oil platforms which Royal Marines did so much to save in the opening hours of Telic back in March.

The huge structures are the only outlet for legally shipping oil out of Iraq by sea.

Both Type 23s are due home – Sutherland to Devonport, Kent to Portsmouth – next month.

● HMS Sutherland was at the head of Coalition forces which seized 1,800 tons of oil being smuggled aboard a Guinean-flagged vessel, the mv Marwan.

It is one of the largest finds for Coalition forces.

Tanker is back from the Gulf...

THE LAST of the ships which sailed with the original Naval Task Group to the Gulf in January has returned to UK waters after ten months' duty.

Tanker RFA Brambleleaf was one of 14 Royal Fleet Auxiliary ships involved in Operation Telic in Iraq, supporting British and Coalition vessels with essential fuel.

Along with sister ships RFA Bayleaf and Orangeleaf, Brambleleaf was under the direct command of the Americans, shuttling back and forth between the northern Gulf and Jebel Ali.

Among the ships supported were those of the US Fifth Fleet carrier strike groups, led by the huge USS Abraham Lincoln, Nimitz, Kittyhawk and Constellation.

After the other Naval Task Group ships had headed home, Brambleleaf remained on station as Ready Tanker Arabian Gulf – the RFA maintains a tanker in the Gulf on a full-time basis.

Since leaving the UK, the ship has steamed 42,000 miles and transferred 60,000 tonnes of oil in 95 refuellings.

... as T23 Norfolk heads out

TYPE 23 frigate HMS Norfolk has left Devonport for a six-month deployment to the Gulf, relieving sister ship HMS Sutherland.

As part of her Armilla Patrol duties, Norfolk will work with other friendly navies to monitor shipping in the region, carrying out boardings where there is a suspicion of smuggling – the loss of oil to Iraq is a particular concern.

She will also carry out a number of visits to Gulf states in her defence diplomacy role.

The Commanding Officer of the frigate, Cdr Tony Radakin, said: "My ship's company has been training intensively to ensure we are ready for Armilla Patrol."

"This training culminated last month in a two-week exercise with the Danish Navy in the Baltic Sea.

HMS Norfolk's presence in the Gulf will help increase security and stability in the region as part of the UK's long-standing commitment to the area."

Many sailors from HMS Norfolk were involved in Operation Fresco earlier this year, providing emergency firefighting cover during industrial action by the Fire Brigades Union.

By the summer the ship and her personnel were back in more familiar activities – she underwent operational sea training, then made a visit to her affiliated namesake county.

The frigate also had the honour of firing the 21-gun salute to the Queen during the presentation of a new Queen's Colour to the Fleet in Plymouth Sound in July.

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A FLOTILLA of ships has been demonstrating the Navy's capabilities to Defence personnel and other interested parties during a week of activities based in Portsmouth.

Under the direction of Flag Officer Sea Training (FOST), the Type 22 frigate HMS Cumberland, Type 23 frigates HM ships Northumberland and Marlborough, Type 42 destroyer HMS Cardiff, Hunt-class MCMV HMS Cattistock, Sandown-class minehunter HMS Bangor, RFA tanker Wave Ruler and nuclear-powered attack submarine HMS Torbay have all had roles to play in the annual Staff College Sea Days.

The daily exercises show aspects of maritime warfare to officers of the Advanced Command and Staff Course at the Joint Services Command and Staff College, Shrivenham,

while also allowing a wide cross-section of other people with connections or an interest in the Navy – including careers staff, journalists and cadets – to see what the units can do.

The visiting officers called on ships and the submarine while alongside, then spent a day at sea, watching a range of maritime activities including anti-submarine warfare, mine countermeasures work, Naval Gunfire Support, replenishment at sea and air defence techniques.

Aircraft also played their part throughout the week, including an RAF Nimrod maritime reconnaissance plane, shipborne Lynx helicopters, FA2 Sea Harrier fighters, a Sea King helicopter of 849 Naval Air Squadron and an RAF E3D Sentry AWACS plane.



● HMS Cumberland (foreground) and HMS Northumberland leave Portsmouth for exercises during Staff College Sea Days.

Picture: Cdr Tom Herman, Queen's Harbourmaster

Navy puts on show for Services College

Ships of the Royal Navy 576



Wave Knight checks out

JUST months into her first tour of duty, the first of the Navy's 21st Century fleet tankers RFA Wave Knight has enjoyed a hot reception.

Not content with deploying the 31,500-tonne ship in the Caribbean, senior officers decided Wave Knight should drop in on the people of Montserrat, whose volcano has once again been threatening to explode.

It's a far cry from the Western Approaches where the Cumbria-built vessel cut her teeth.

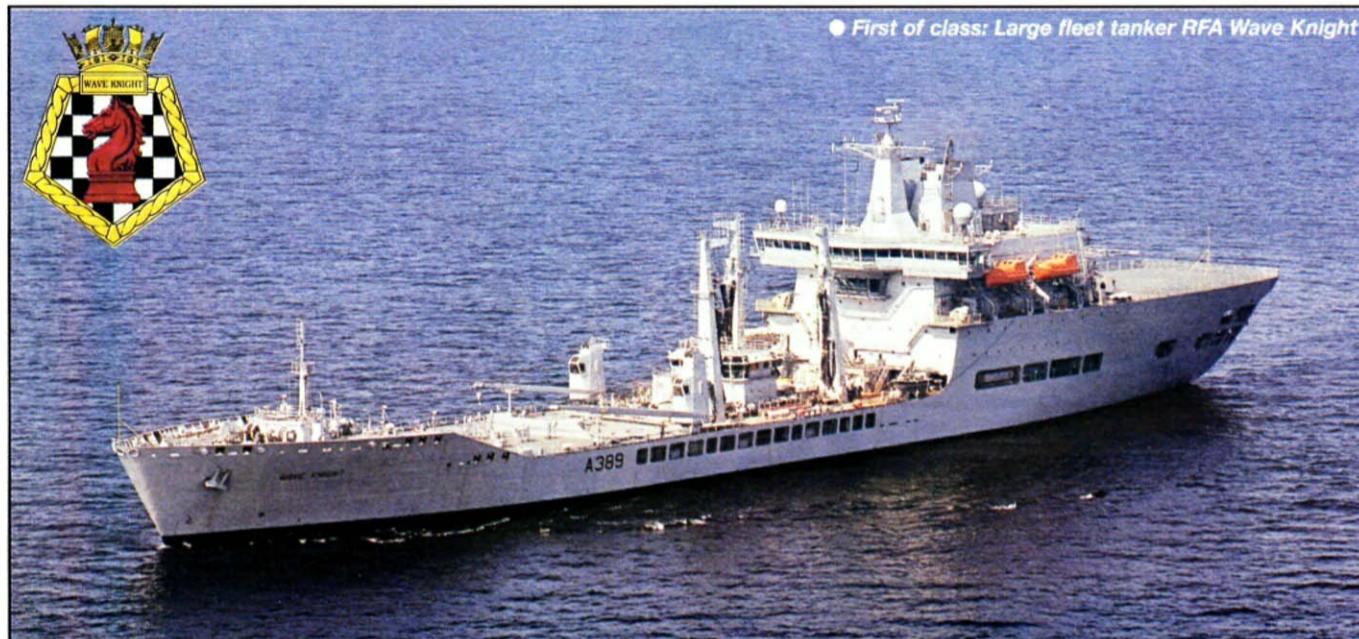
After extensive trials once she'd been handed over by builders BAE Systems, Wave Knight served as the training tanker for RN and foreign warships passing through Operational Sea Training at Devonport.

Then in August this year, Fleet Headquarters ordered her westwards to take over as the Atlantic Patrol Tanker (North), accompanying destroyer HMS Manchester which was also sailing for the Caribbean to continue counter-drugs work.

First stop, though, were British dependencies in the region, including delivery of stores to the lifeboat service in Tortola in the British Virgin Islands.

To date, major drugs busts have eluded Wave Knight and Manchester, but there is evidence that the runners are out there.

Wave Knight recovered an abandoned smugglers' "Go-Fast" boat – this prize is still displayed on the



● First of class: Large fleet tanker RFA Wave Knight

ship's main deck. Crew are vying for ownership of the speed boat – Wave Knight's navigator has his eye on taking her out at weekends in Plymouth Sound.

With the news that Hurricane Fabian was likely to hit Bermuda, both Wave Knight and Manchester were on stand-by to proceed north to give assistance, but eventually they were not needed, and returned to drug-busting duties.

A US Coast Guard team is now settled in aboard the RFA ship, carrying out daily training and exercises, and enjoying better food and accommodation than they are

normally used to.

The Coast Guard called on big brother Wave Knight when their cutter Bear needed to top up.

At just 1,800 tonnes the US ship was dwarfed alongside the 31,000-tonne tanker – although the ship's companies of both vessels are around the 100 mark.

For refueling, Wave Knight has three replenishment rigs, two to port, one to starboard so she can fill up two vessels at once.

Fuel is pumped through a hose suspended from a tensioned cable.

The hose is fitted with a quick-coupling probe to mate with the

receiving end on the warship.

Only one previous RFA vessel has carried the Wave Knight name – a post-war tanker built by Laing & Sons in Sunderland.

Then there were 20 vessels bearing the prefix 'Wave'. Today's Wave Knight has a solitary sister, Wave Ruler.

The first Wave Knight served the auxiliary fleet for 19 years, including stints off Korea during the 1950-1953 war and Iceland during the first 'Cod War', before being sent to Antwerp in 1964 to be broken up.

Her successor proved a chal-

lenge for her builders. She was the largest ship built at BAE's Barrow-in-Furness yard since HMS Invincible in 1977.

Shipwrights built Wave Knight in 12 sections before shipping them to Barrow to be assembled as the finished vessel.

BAE designed the new ship with a double hull to minimise the risk of pollution if the outer hull is ever pierced.

Wave Knight will remain in the North Atlantic and Caribbean region into the middle of next year, long after HMS Manchester has returned to Portsmouth.

Facts and figures

Class: Wave class large fleet tanker
Pennant number: A389
Builder: BAE Systems, Barrow-in-Furness
Launched: September 29, 2000
Commissioned: April 8, 2003
Displacement: 31,500 tonnes
Length: 181.2 metres
Beam: 26.9 metres
Speed: 18 knots
Range: 10,000 miles at 15 knots
Complement: 80 plus 22 aircrew
Machinery: Diesel-electric 4 Wartsila 12V 32E/GECLM diesel generators (27200hp); 2 GECLM motors (19,040hp); bow and stern thrusters

Weapons: two 30mm cannon; fitted for but not with two Phalanx Mk 15

Aircraft: One spot for a Sea King, Merlin or Lynx

Features: Designed as a replacement for Olwen and Olina, the Wave Class ships carry up to 16,000 cubic metres of fuel (including up to 3,000 cubic metres of aviation fuel); cargo capacity allows space for up to eight 20ft refrigerated containers – 500 cubic metres – of other cargoes. Also carries 380 cubic metres of fresh water.

Role: Replenishment at sea of liquid stores for RN and NATO ships; secondary role of providing stable helicopter platform with stowage and maintenance facilities.

Replenishment at sea of non-explosive stores by helicopter or heavy jackstay.

AIRCRAFT OF THE ROYAL NAVY No 85



● Rare sight: A prototype Fairey Spearfish on a test flight

Picture: Fleet Air Arm Museum

Fairey Spearfish

PILOTS WHO flew the Fairey Spearfish were few and far between – only four of the aircraft were delivered to the Fleet Air Arm.

Designed as a successor to Fairey's famous workhorse, the Barracuda, the Spearfish arrived too late on the scene to see action in World War II.

The Spearfish was one of the largest and heaviest single-engine propeller-driven aircraft to be built.

The two-seater was designed as a dive/torpedo bomber.

Conflict with Japan had little more than a month to run when the prototype took to the skies on July 5, 1945.

Not surprisingly, the Spearfish outperformed the final variant of its predecessor, the Barracuda Mk V.

With a top speed of 292mph at 15,000ft it was nearly 40mph faster than the Barracuda.

Powered by a Bristol Centaurus engine, it could also reach 15,000ft one minute quicker.

At 22,000lbs fully laden, the Spearfish was a good 6,000lbs heavier than the Barracuda, limiting its range to a little over 1,000 miles.

By all accounts, the Spearfish proved to be a

disappointment, an aircraft which was at best a competent all-rounder but little else.

The one bonus was that perched in their high cockpit – fitted with a jettisonable hood for emergencies – its pilot had a good vantage point.

The Navy planned to bring more than 150 Spearfish into service but cancelled an order in 1946 for the first batch of 40, and never ordered the remainder.

Nevertheless, one production model and two more prototypes rolled off the Fairey lines in Stockport.

Fairey's engineers dramatically redesigned the aircraft, splitting the cockpit to fit in a second engine which would drive the Spearfish's new coaxial propellers.

The new-look design failed to impress the Fleet Air Arm and never progressed beyond scale model stage.

And at least one Spearfish was flying into the 1950s with the Carrier Trials Unit which had moved from HMS Daedalus at Lee-on-the-Solent to Ford in West Sussex.

The Spearfish made its final flight for the Fleet Air Arm in the summer of 1952.

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Letters

Jack



Out of their depth

DUE to some of the younger members of our mess being totally incapable of understanding even the most fundamental rules of probably the finest pastime known to Jack, would it be possible for you to forward a copy of your Uckers rules?

Matelets don't get out much when they are on deployment and distractions such as Uckers do help to pass the time.

We appreciate you pointing out to our younger readers that life on the high seas is not all fun and adventure and there are times when even the endless joy that is scrubbing out can do nothing to alleviate the boredom that long patrols can bring. — Dai Croll, Junior Rates Mess, HM Submarine Torbay, 'Somewhere in the North Atlantic'

Happy to oblige – and anyone else can obtain a definitive set of the rules of Uckers from us by sending a stamped addressed envelope marked 'Uckers' to Navy News, HMS Nelson, Portsmouth PO1 3HH – Ed

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information.

Navy News
No. 592 50th year

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Before the rot sets in – send them to sea

I READ with interest the article on retention and the steps being taken to improve conditions of service. I was very chuffed to see that Eddy Seaborne was the WO tackling this problem, as he is one of the most conscientious and professional people one could meet.

I know that in the short time since I left the RN in 1999 many things have changed.

This I know as my stepson is now a serving member and keeps me up to date, plus I subscribe to *Navy News* to keep abreast of current changes.

Although I appreciate that things such as improved messing, longer weekends etc do contribute greatly to retention, I believe that the retention team are missing the most important factor – a change from boring civilian life.

The team at Raleigh did an excellent job transforming my stepson from a pretty average youngster, with little interest in anything other than where his next girlfriend or good night out was coming from to a young man with a very high standard of personal pride and professionalism.

The Part 3 training team gave excellent tuition, and readily worked extra hard to assist him to qualify. So here we are, parts 1-3 complete, young man eager to travel and get on – and what happens? First draft – Naval air station.

Very, very laid back, miles from the nearest town, inhabited

mostly by RAs enjoying shore time. So what occurs? Boredom sets in, home every weekend, bank balance dwindles due to train fares, no organised sport, very few other JRs living in – all equals discontent.

Eventually, one year later, drafted to a ship in Portsmouth. Him obviously very glad, no more food and accom, the chance of foreign travel and the chance to live a life far from the mundane boredom of barrack life.

This joy lasted three days, at which time he finds himself living in Nelson (no beds on board) and destined to stay in Pompey when the ship sails, joining her in February half way through deployment.

Surely the old routine of getting youngsters abroad (camp beds if necessary) is a far bigger carrot than two extenders a year and a couple of travel warrants?

Stop pandering to the matelets who want to get home every weekend and look after the ones who want to get on with their professional careers, see some distant shores, have great mates and simply enjoy a Naval life. Catch them when they are young, stop the rot setting in. — S. Davison, Raunds, Northants

Pot mess forever

REGARDING L. A. Parker's letter about the naming of pot mess at Ganges, in the late 1950s in the minelayer HMS Plover, with a crew of about 68 and just one cook, the main times we had pot mess was in bad weather.

All the tinned veg, corned beef, spuds and swede were put in together and cooked up with various spices and Oxo cubes.

There were eight of us in the CPOs mess and we had pot mess for dinner and supper and if you were the first up you could get a small breakfast the next day.

Some 45 years later I still cook pot mess for me and my two old shipmates and it is eagerly awaited. — D. A. Hunt, Shepton Mallet, Somerset

Or 'Dose Cottage'?

RE: 'Fudging the issue' (October edition), was not Rose Cottage the name for the officers' VD clinic in World War II? — Mrs Calmady-Hamlyn, WRNS Rtd, Bridestowe, Devon

Life's unfair: how I drove the Yeoman up the pole

DEVONPORT Barracks, 1941. I'm detailed colour-party. There's a full turnout on the parade ground. The guard stamp and bash rifles about, shouted at by a nasty-looking GI.

The RM band takes up position. The Commodore is taking the salute. Charlie Greenaway is on the halyard easing the ensign up and I'm on the pulling end.

It all has to be synchronised with the music – the ensign should slowly rise to the National Anthem.

"General Salute, present arms!" bawls the GI. The band belts out 'The King'. The Commodore and his officers are at the salute.

Carefully I pull up the ensign while Charlie keeps it nice and taut. DISASTER STRIKES!! The halyard jams! The ensign is stuck halfway up at 'Send Him Victorious'.

The Commodore's face is turning purple. The GI's eyes are popping. "Christ Almighty – get the bastard up!" he yells.

I heave and heave. The band has reached 'Long to Reign Over Us'. In desperation, I swing both feet off the ground. Something gives. Both ensign and pulley-block hurtle down. I crash on to my back, the ensign gently covering me like a shroud.

Charlie, totally unnerved by events, has a form of mute hysterics. I lie still under the ensign, feigning death and hoping it will all go away. It doesn't. An enraged Yeoman whips the ensign off me.

"On yer feet!" he screams. "We'll bend it on a yardarm – move it!"

A deathly hush falls on the parade ground. The world stands still. The Commodore is frozen at the salute. The guard is rigid at the 'Present'. Hundreds of matelets stand silently to attention.

"For God's sake get the clips in," hisses the Yeoman. Our fingers shake with nerves as we transfer the ensign. Charlie is clutching the flagpole like a drowning man.

"Quick as you can, Yeoman," drawls the Commander. We whip it up at the speed of light. The world starts again. The Commodore staggers off to the nearest pink gin. The guard marches off to 'Anchors Aweigh'.

The Commander strolls across to us. "Consider yourselves in trouble and report to the Officer of the Day, I'll let him know the score." He ambles away, oozing casual power.

"Hell's jangling frigging bells!" raves the Yeoman. "You've dropped me right in it. But I'll see you buggers in it first – get your caps and follow me!"

How bloody unfair, I thought.

Haida's final home

SUBSEQUENT to my e-mail to *Navy News* I received a positive response for information on HMCS Haida and enclose a photograph of her moving to her final berth in Hamilton, Ontario where she will be a training facility for Cadets and a Canadian Naval museum.

There were eight British-designed Tribal-class destroyers in the Royal Canadian Navy in World War II, of which only Haida and Sackville survive.

Haida was present at the Battle of North Cape and did two tours of duty in Korea 1952-54 and has been preserved as a memorial to the RCN since coming out of service in 1963.

In 1944, while operating out of Plymouth with the Tenth Destroyer Flotilla she destroyed more enemy vessels than any other RCN ship. — I. Grant, Burlington, Ontario



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Letters



Pickle preserved for posterity

Stories best kept under your hat?

I NEVER read *Navy News* without it jogging a memory or two, usually with a smile. Your 'soggy hats' article (October issue) did just that for me.

Not all to benefit

THE ITEM in the October issue of *Navy News* 'Big Boost To Widows' Benefits' describes the recently announced outcome of the MOD Review of Pensions.

It is a pity that it gave a wholly misleading impression on the issue of widows' pensions for life. It said "from now on widows' pensions will be paid for life – whether or not they remarry".

This new condition will not apply until April 2005 for new entrants, and not until some later date yet to be announced for existing Service people and then only if they elect to transfer to the new scheme.

As for existing widows whose husbands died from causes which were not attributable to their Service, they are completely left out.

They will continue to have to choose between financial security from their widows' pension and finding new happiness through a new relationship either through remarrying or cohabiting.

This is outrageous and wholly avoidable discrimination against a small and vulnerable group of Service widows who deserve better. – Maj Gen J. C. M. Gordon, Forces Pension Society

Goldfish off the Lizard

ONE cartoon I never imagined I would be asked to produce is the one you wanted for this month's item about the Goldfish Club reunion.

A bit of 'coals to Newcastle' as I qualified to be a member of the same club many years ago after spending some time in the middle of the night in a rubber dinghy some 20 miles east of the Lizard.

I was the Observer in a Firefly aircraft of 814 Squadron on a night flying exercise from HMS Vengeance in that area of the English Channel on May 31, 1951 and my pilot was returning to the ship because of some problem.

We were on the crosswind leg with wheels, flaps and hook down when the engine just stopped with a shower of sparks and we promptly ditched.

I managed to get out as the plane sank and splashed

around in my dinghy waving my torch until found and hauled into the rescuing seaboat of our attendant destroyer HMS Cadiz.

Dried off and stiffened by a very welcome tot in Cadiz, I was then transported back to Vengeance by one of her boats and taken to the Sick Bay for treatment of a head wound, while the PMO gave a stitch-by-stitch description of the layers of flesh between the skull bone and the scalp for the benefit of his watching staff.

I was put ashore to Stonehouse Hospital in Plymouth next day with a turban of bandages holding my scalp in place while the wound healed and my hair tried to grow again.

I was a member of the Goldfish Club for a while after that. Sadly, I had lost my friend and pilot in the process of that qualification. – Smiles.

I NOTICED a reference to Pickle Night (October issue) and thought you might like to know, for your records, how why and when it originated.

I was Commodore of the RN Barracks from 1972-75. In 1974 I was able to persuade the Admiralty to allow us to become HMS Nelson. This had unusual problems because personal approval had to be sought from the Queen as her great grandfather Edward VII had decreed that the new Barracks at Portsmouth was to be known as Victory Barracks.

The name change took place in June 1974 on the anniversary of the Battle of the Nile.

The president of the Warrant Officers and Chief Petty Officers Mess, Mr Hetherington, came to see me for advice and approval for them to celebrate Trafalgar Night in 1974 in the same way as the Wardroom.

I agreed with enthusiasm, but foresaw that there would always be difficulties in getting sufficiently prestigious guests to propose the Immortal Memory toast, as they would be in competition with the Wardroom.

I suggested that they should instead celebrate the arrival of the news in this country in HMS Pickle and so ensure no competition for important guests.

I was delighted when the Mess president agreed and so started a tradition in WO and CPO Messes around the country and, I believe, in Canada, Australia and New Zealand, though I am not entirely sure about this.

I have had the pleasure of being asked twice to propose the Immortal Memory toast in the Mess in Nelson, the last in 1991, and I was most impressed by how the tradition and cere-

mony at the dinner has evolved. – Vice Admiral Sir John Lea, Hayling Island, Hants

YOUR picture of HMS Pickle in September's edition stirred memories of 59 years ago.

In 1944 I served as a very new midshipman aboard the Algerine-class minesweeper HMS Pickle.

The details are very hazy now, but I think my aunt sent me a newspaper cutting, the essence of which was that the then highly popular authoress Clemence Dane was writing a book, *She Brings Great News*, about the original HMS Pickle and my CO, Lt Cdr F. C. Brightman paid her a visit. To her astonishment he was announced as "the Commanding Officer of HMS Pickle".

I believe Brightman's wife was an authoress which could explain the connection. – J. Sanders, Wirral

The HMS Nelson WOs and CPOs Mess 1996 Christmas card shown here features the official Sealed Pattern badge passed by the Admiralty Board in 1944 and carried by the Algerine-class minesweeper HMS Pickle – the 8th RN ship of the name.

In April 1945 she took part in Operation Dracula, as part of the assault force on Rangoon with the 7th and 37th Minesweeping Flotillas.

The captain of the original Pickle, Lt John Lapenotiere, was promoted Commander for bringing the news of Trafalgar home and given a silver muffineer from George III's breakfast table – and £500, the equivalent of nearly £20,000 in today's money. – Ed

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Helping Hands

Tour de...Nottingham



● Cyclists from HMS Nottingham head off from Portsmouth

TEN sailors from Type 42 destroyer HMS Nottingham raised more than £1,000 for a disabled sportsman in the ship's namesake city.

Crew cycled from the ship's home in Portsmouth naval base to the East Midlands city - 225 miles in all - in just two days.

Their efforts will help build a home for Tom Woolrich, who was paralysed from the chest down in an accident playing for Nottingham Rugby Club.

Gruelling clifftop challenge aids African AIDS victims

WEST country sailors past and present slogged it around the cliffs and bays of Cornwall to help children in South Africa battle AIDS.

The Cornish coastal path challenge is one of the UK's most demanding races with relay teams expected to cover the 260 mile course in under 35 hours of daylight.

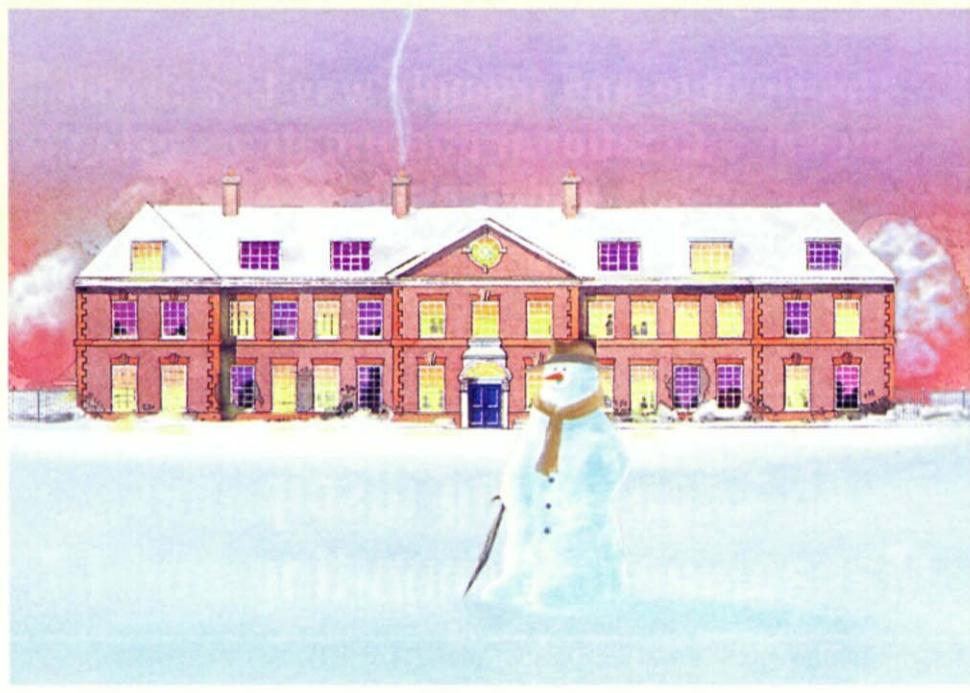
Three sailors from HMS Raleigh - CPO Bill Beaumont, PO Sean Childs and RS Stu Cox - Lt Graeme Riley from MOD Abbey Wood and former Lt Cdr Bob Chapman, average age 43, represented the forces.

Forty runners took part in the trek for orphans suffering from AIDS in South Africa, each taking a leg of the route. The MOD runners came in with the final 40 miles from Fowey eastwards to complete.

The team finished with just four minutes of the deadline remaining, helping organisers towards their goal of £10,000 raised.

"Although few people in England knew about the event, there were two million people in a South African township who knew we were staging the event to help them," CPO Beaumont said.

RNBT CHRISTMAS CARDS



This Christmas Card (size 8 1/4" x 6") shows Pembroke House, near Chatham in Kent, the RNBT's care home for former Sailors, Royal Marines, their wives and widows.

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African smiles for Lancaster

THE LIVES of disabled youngsters in west Africa are a little brighter after RN and RFA sailors dropped in on their school.

Frigate HMS Lancaster and her escorting tanker Gold Rover stopped off at the port of Takoradi, Ghana, on a leg of their patrol of the South Atlantic.

The ships found 30 youngsters from the Twin City special school waiting for them in the docks, eager for a look around.

Their visit prompted 27 crew from the two vessels to head to the school on the edge of Takoradi - one of Ghana's leading ports - and offer what assistance they could.

Tasks included washing mosquito nets, cleaning the dining hall, painting ceilings and ripping down rotten fencing, before scaling the school's water tower to ensure it was in good order.

All the time the sailors were at work, pupils provided musical accompaniment, banging feverishly on drums.

Lancaster's crew said the visit proved to be an eye-opener, as they experienced the primitive conditions the children lived and were taught in.

"The classrooms were very basic and although the school looks after approximately 100 pupils, I was amazed to see that to feed all the children and staff there was only a run-down hut. There was no cook-



● Children of Twin City special school in Takoradi, Ghana, with crew of HMS Lancaster and RFA Gold Rover

er, just three cauldrons bubbling away," said Lstd Mark Robbie.

"The children were hugging us as we said our goodbyes and as our bus drove away some of them were running along, still waving and smiling."

LSTD Robbie added: "It makes you realise what we take for granted when all it took to make these

Climbers reach charity summit

SAILORS and Royal Marines have scaled the mountains of Britain and the world for worthy causes.

Peaks in South America, South Africa, Scotland, Wales and England have all been conquered by adventurous personnel to help weak babies and war heroes.

Royal Marines Alex Cochran and Mark Ward lost pounds to raise them in a gruelling 170-mile trek through the Andes.

The duo from 29 Commando joined an Army expedition to the South American mountain range, spending two months in extreme temperatures, pushing themselves to the limit of endurance in aid of the Royal British Legion.

Bombardier Cochran, who has served with the green berets in Norway and the Arctic, said spells in those icy parts of the world had only partly prepared him for the demands of the Andes.

"It was a different world up there. We were completely alone - we didn't see civilisation for four weeks, no showers. We washed and cleaned ourselves in mountain rivers," said Bdr Cochran, who lost two stones during the expedition.

A few thousand miles to the east, RNR air traffic controller Lt Cdr Ian Colton was slugging his way up the 18,000ft of Kilimanjaro in Kenya.

Ian came up with the idea of climbing Africa's most famous peak during a spell at air traffic control in Abu Dhabi.

He had an eight-day window to reach the top of the 18,000ft mountain and achieved his goal despite the debilitating effects of altitude, raising £1,750 for the Royal British Legion back home.

"Ian has been a stalwart supporter of the RNR and the British Legion and this is typical of his generous nature," said Lt Cdr Bob Davidson, vice chairman of the RBL in Cornwall.

Eight crew from destroyer HMS Southampton satiated their climbing fix closer to home.

News in brief

■ MEMBERS of the Royal Marines Association in Eastney, Portsmouth, raised money for local and national charities with a quiz evening, sponsored walk, fun day and raffle.

The association gave £750 each to CRY, which helps youngsters with heart conditions, and the Rainbow Centre, a Fareham-based charity for children with cerebral palsy. A further £500 was raised for the RM Benevolent Fund.

■ VETERANS of HMS Daring have handed over more than £1,350 to people in Kefalonia, cementing a 50-year relationship.

Members of the Daring 1952-1954 Association visited the Greek island in the spring to mark the 50th anniversary of an earthquake which ravaged it.

The ex-sailors presented £800 to the children's ward of the local hospital.

Continued fundraising by the Daring Association brought in 825 Euros - £575 - for orphans in Lassi on the island. The money will buy books, school kit, toys and clothes for the youngsters.

■ STAFF at HMS Dryad turned to swimming, cycling and running in memory of one of the establishment's popular amateur athletes.

John 'Bimble' Munnings was a well-known figure around the welfare school and after his death a memorial triathlon was founded as a charity fundraiser.

This year's run, won in a time of 1hr 2mins 2secs, brought in £827.35 for the Rocky Appeal aimed at providing a cancer laboratory at Queen Alexandra Hospital, Portsmouth.

■ APPRENTICES from HMS Collingwood helped nearby scouts spruce up their headquarters.

The grounds of 2nd Stubbington Scouts HQ needed clearing and apprentice class AAP032 stepped in to root out weeds, put up fences, create a patio and clear overhanging trees.

■ A TRI-service triathlon team from the Defence Logistics Organisation at Yeovilton, including RN officer Lt Chris Ling, joined former athlete Steve Cram for the Half Ironman race around Dorset for charity.

The race - a one-mile swim, 56-mile cycle dash and 13-mile run - aided Comrades of Children Overseas. The Yeovilton trio collected more than £1,600.

Bibs but no babies on the football pitch



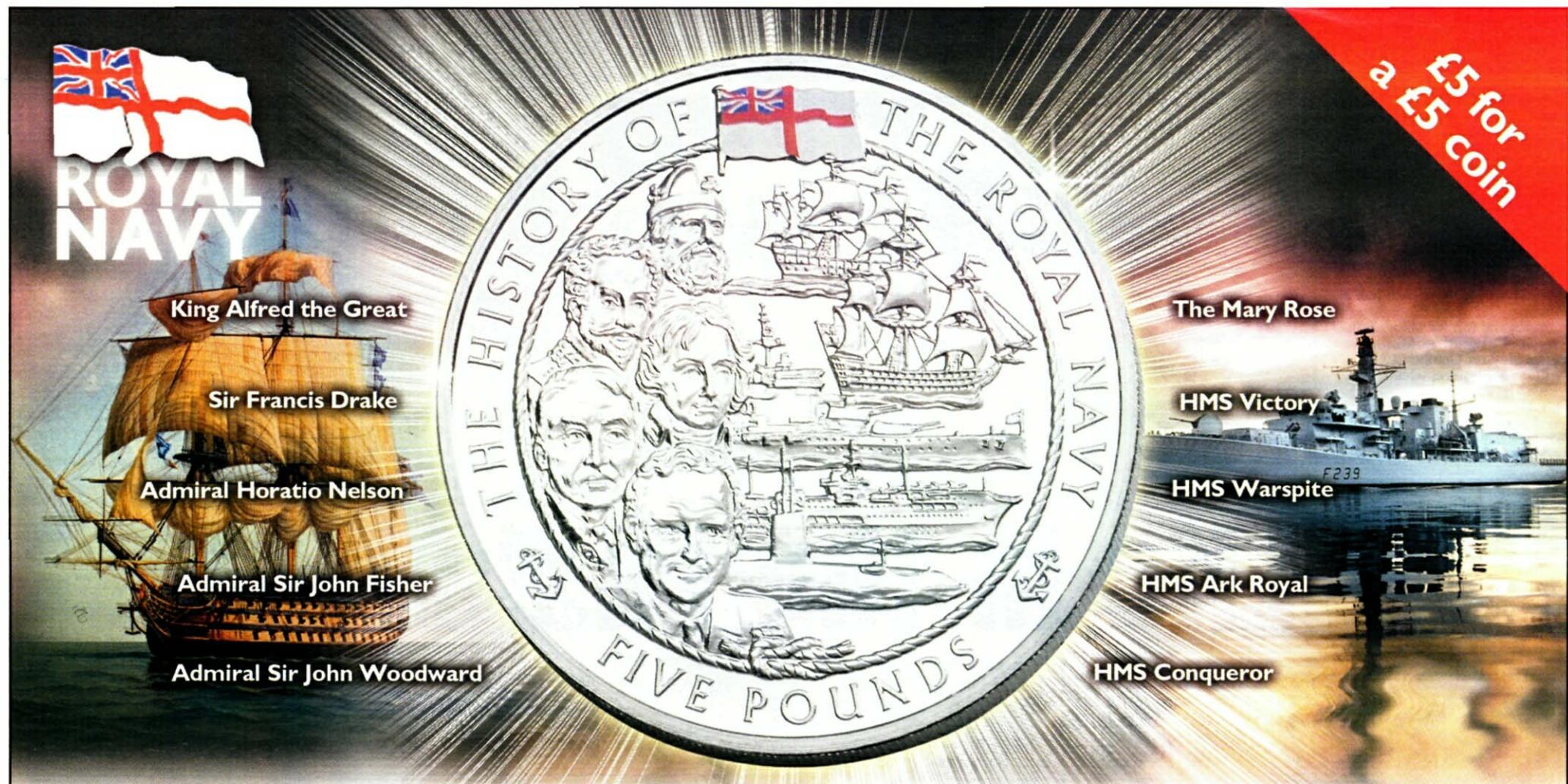
● WO Ian Thompson (standing, left) with coaching staff and players in their bibs paid for by senior rates at Collingwood

YOUNGSTERS at a Gosport community football club know who is friend and who is foe now after senior ratings from neighbouring HMS Collingwood helped out with fresh kit.

Around 100 boys and girls regularly turn out for Bridgemary Colts Youth Community FC, set up seven years ago to give children from all social backgrounds a chance of playing the beautiful game from under 8s to under 15s.

Club correspondence secretary CPO Wayne Peake, who works in Collingwood's training and development department, asked colleagues to help provide the footballers with new bibs to identify each other on the pitch.

Members of the WO and Senior Rates' mess obliged with more than £150 from their fund and own pockets.



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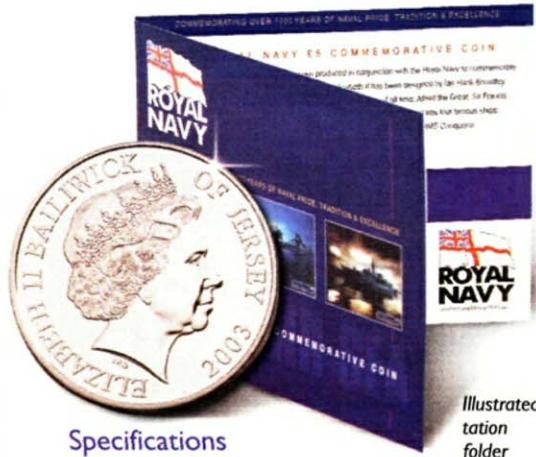
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People in the News

Thank you to father figure Arthur

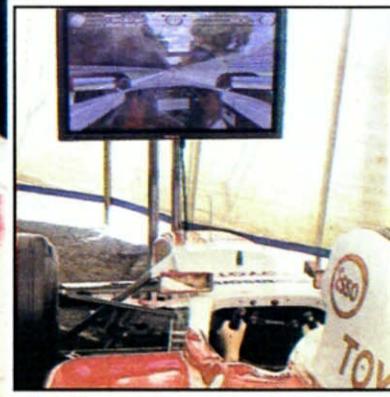
POPULAR landlord Arthur Squire was honoured by friends in Plymouth for the support he gave to the Navy over more than half a century.

Serving and former sailors gathered at Plymouth's Methodist Central Hall on October 4 to pay tribute to Mr Squire, whom many regarded as a father figure.

Mr Squire, who died in May, served in the Army during WWII, took over the Avondale, opposite the dockyard's St Levan's Gate, in 1950.

The pub is filled with naval memorabilia and the landlord had drinks waiting on the bar when his regulars came in.

"Arthur became a very dear friend and father figure. He was always there to support and guide me in the right direction," said CPO Don Gerrard, who helped organise the memorial service.



● Rear Admiral Harris (left) experiences 150mph in an F1 car... without actually leaving the safety of the games tent at Faslane (above) as he tries out the latest racing computer simulator

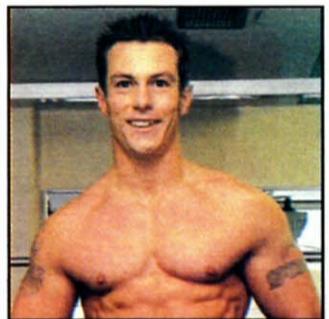
News in brief

■ WHEN HMS Gloucester recently passed through training there was one examiner LCH Michael George knew wouldn't give him a hard time - brother and FOST expert David.

Lt Cdr David George oversees a team of 70 'sea riders' who push crew to the limit and check they are up to the challenges of frontline deployments.

Between them the Georges have clocked up 35 years' service in the RN. David joined in 1982, his brother seven years later. Both live in Portsmouth.

Gloucester successfully passed her six-week inspection around Devonport after a major refit in the west country naval yard.



● PO (WEM) Steve Winter

■ HMS ARK Royal muscleman Steve Winter won't be appearing on the front cover of a national magazine after all... just a national TV show instead.

The petty officer was whitewashed down to the last 12 of a competition to find a cover model for glossy Men's Health.

Navy News followed Steve's progress to the final in September's issue. He lost out on the chance of a year's modelling contract and fortnight holiday in South Africa.

But his appearance in the final brought him exposure in other magazines, including OK, and the offer of fronting the pilot show for a series of men's health due to appear of Sky this autumn.

■ SENIOR Italian naval training officer Michele de Pinto and his team dropped in on Devonport to see the FOST staff in action putting RN and foreign warships through their paces.

The rear admiral joined FOST's commanding officer Rear-Adm James Rapp as destroyer HMS Gloucester and German frigate FGS Bayern passed through operational sea training.

The Italians were keen to see FOST in action ahead of their ships and submarines being put to the test off Plymouth next year.

■ FORMER senior crew of the last HMS Albion visited her 21st Century successor on trials in Devonport.

Rear Admiral Sir James Jungius captained the previous Albion, a commando carrier, in 1970 and 1971.

Present-day captain Peter Hudson showed the admiral and fellow retired officers - Rear Admiral Alex Weir, Capt Peter Murison and Capt John Robathan - around the new warship which forms the nucleus of the RN's amphibious forces.

The last Albion carried 733 Royal Marines and more than a dozen helicopters into battle; her successor is the springboard for operations by 700 commandos, 60 vehicles and eight landing craft.

"I think I can say that we were all very impressed. Albion is a fine ship," said Admiral Jungius.

■ THREE decades of watching out for Naval aviators comes to an end this month when the senior air traffic controller stands down.

The majority of Lt Cdr Tim Appleyard's 31-year naval career as been dedicated to fighter control, including spells with HMS Fife, Invincible, Southampton and the previous Ark Royal.

Lt Cdr Appleyard's most recent posting has been as commander of the RN school of fighter control.

Life in the Faslane

IT'S BEEN a vintage year at HM Naval Base Clyde - and we're not talking about the seafaring.

Sixty-three classic cars rolled into Scotland's largest naval base as they re-enacted the Glasgow Exhibition Trials of 1901.

Then vehicles rattled along the old A814 - whose route has now been swallowed up by the Clyde Naval establishment, so organisers decided the establishment was the obvious place to hold a rally.

The roads through the base have been closed to the public for the past nine decades, but naval leaders opened the gates to allow the classic cars in.

The 2003 re-enactment of the trials - the original was Scotland's first motorsports event - was sponsored by Jim Clarke who used to work at the Clyde base.

A 1906 Cadillac was the oldest vehicle which managed to make it to the base, alongside a Bentley convertible once owned by Elton John and an Aston Martin DB7 -

the classic James Bond car.

For speed freaks more interested in modern horsepower, Toyota, Jordan Ford and BAR Honda brought along their display cars, and Audi showed off its R8 from this year's Le Mans 24-hour race.



● Getting wound up: SA Wetherill (left) and OM (LSM) 'Tansy' Lee crank up a vintage car

Pictures: WO (Phot) Jon Garthwaite and LA (Phot) Merrill

Pen Friends

HOW TO ADVERTISE: Simply write your message (£10 for up to 10 words. Each extra word £1 to a maximum of 15 words). Send your cheque or PO payable to 'Navy News' to: 'Penfriends', Navy News, HMS Nelson, Portsmouth PO1 3HH. Replies to your box number will be forwarded on. (Payment by credit card/switch please use coupon on page 4).

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Please note: We can take no responsibility for the nature or source of the replies received. All replies are forwarded to you unopened.

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YOU MUST BE OVER 18 YRS TO ADVERTISE IN THIS COLUMN.



● The De Havilland Dragon over Cudrose. Inset, from left, 849 NAS senior observer Lt Cdr Stan Hargreaves, Geoff Wakeham, Shirley Bateman, pilot Torquil Norman and Marilyn Giles

Dragon heats up interest in skies over Cudrose

FLIERS and civilian staff at Cudrose were treated to a genteel method of flying when a vintage airliner dropped in on the air station.

Operations room staff Shirley Bateman and Marilyn Giles became the first women in more than half a century to take to the skies in a De Havilland DH84 Dragon, one of the stalwart airliners of the inter-war years.

The Dragon flew throughout Europe in the run-up to the World War II as well as taking wealthy sightseers on pleasure flights over Southport.

Seven decades on from its heyday, this DH84 - built in 1942 - is owned by former Sea Fury pilot Torquil Norman, who flew from Cudrose in 1953.

He restored the Dragon to a 1932 vintage and took the operations room staff over west Cornwall with 849 NAS senior observer Lt Cdr Stan Hargreaves and col-

league Geoff Wakeham.

"We could see for miles and through the big panoramic windows the views were fantastic," said Geoff.

"As an aircraft enthusiast, it was a great privilege to be able to experience such a flight."

The Dragon is one of a series of vintage aircraft owned by members of the Air Squadron, a group of aviators and enthusiasts who care for veteran aeroplanes and help young people achieve their dreams of flying.

Other Air Squadron members brought their vintage aircraft along and took Cudrose personnel up for flights.

And Cudrose staff in turn showed the enthusiasts around the air base and gave them an overview of the role of today's RN and Fleet Air Arm.

People in the News



Gene's singing in the reign with royal title

LEADING Hand turned temporary firefighter Gene Kelley is among RN and RM personnel honoured by the Queen in the latest batch of awards for deeds on the front line.

The 37-year-old air engineering mechanic from Cornwall fought his way into a blazing building in Kent in November last year when the forces provided emergency cover during Operation Fresco.

Gene, currently based at HMS Sultan in Gosport, searched the block of flats for a missing woman.

He and a colleague found her in a third-floor flat and carried her to safety, shielding her body with their own.

Gene was one of 3,500 sailors and Royal Marines who stepped in during the firefighters' dispute, and says the Queen's Commendation for Bravery he has been awarded is recognition for the whole service.

"I'm very proud to receive this



• LAEM Gene Kelley

award, but obviously it was a team effort," Gene said. "When we were called to deal with the fire my training took over – it wasn't until after that I thought about what I had done."

Starrs shine in Glasgow

A FRESH painting hangs in the cabin of HMS Glasgow's captain Mike Wainhouse thanks to the generosity of a veteran of her World War II predecessor.

Anthony Starrs served as a stoker in the wartime cruiser of the same name back in 1944.

Nearly six decades on he clambered aboard the present Glasgow, a Type 42 destroyer, during the

ship's visit to her namesake city to present a print of one of his own paintings of the cruiser to the ship's company.

"We are fiercely proud of Glasgow's long and illustrious history and it's an honour to receive such a poignant reminder of our predecessors' bravery and heroism," said Cdr Wainhouse.

2SL on song at school

SECOND Sea Lord Vice Admiral James Burnell-Nugent continued his learning curve of getting to know all facets of the RN and RM by calling in at the Royal Marines School of Music in Portsmouth.

The school, housed in the former detention blocks of HMS Nelson, has been based in Portsmouth since 1996 and is currently home to 127 students and staff.

It takes pupils two years and eight months to complete their music training; they also have the option of aiming for a Bachelor of Music degree with the University of Portsmouth.

The admiral watched the school's big band rehearsal and buglers preparing for a visit to Cyprus for Trafalgar Day commemorations.

Indies hit in Manchester

DRUG busters in HMS Manchester took a break from scouring the Caribbean with a surprise concert when they stopped in Curacao.

Crew of the destroyer found comedian Nick Willy, magician John Archer and charts cover band T*40 waiting for them at Fort Piscaderabay, an ancient fortress seized by the infamous Capt Bligh in 1804.

The fortress provided the backdrop for the concert which featured a mix of chart sounds, come-dy magic and sassy dancers.

Manchester is part-way through her patrol and CO Cdr Richard Ingram said the show run by service charity Combined Services Entertainment proved a morale raiser.

• HMS Invincible's commanding officer Capt Trevor Soar before his flight in a Harrier T8 trainer
Picture: PO(Phot) Paul Smith



Capt Trevor soars above Invincible

CARRIER commanding officer Captain Trevor Soar lived up to his surname when he decided to experience what his pilots were put through on a daily basis.

Aircrew from 899 NAS had been carrying out two days of practice deck landings on the 20,000-tonne warship ahead of her involvement in NATO exercises off Scotland.

They felt Invincible's captain – an experienced submariner now above the waves once more – should get airborne in one of the T8 two-crew trainers and took him for a 'spin' through Scottish skies.

"Having spent half my career projecting power from beneath the waves, it was great to have experienced a flavour of air power above the waves from the deck of a capital ship," Capt Soar said.

■ Carrier's leading light, p14

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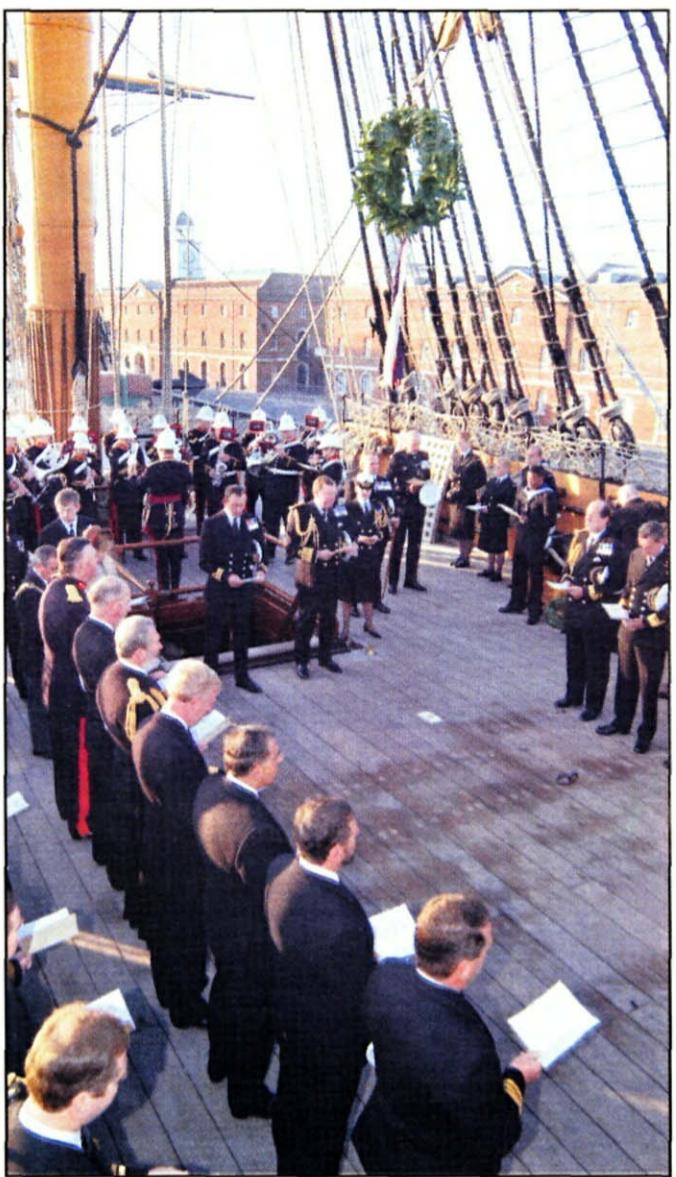
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Value you can trust





● IMMORTAL MEMORY: Second Sea Lord Vice Admiral Burnell-Nugent leads the Trafalgar Day ceremony on board Nelson's flagship – and his own – HMS Victory at Portsmouth

Picture: PO(PHOT) Gary Davies

TIt's a good idea to remind people that the sea goes the whole way round this island."

The Duke of Edinburgh was quick to raise a smile as he launched SeaBritain 2005 at Trinity House – appropriately on Trafalgar Day, as the planned nationwide celebration of Britain's maritime connections has Nelson's bicentenary as its inspiration.

It is an initiative of the National Maritime Museum – of which the Duke has been a trustee since 1948 – and it was, he said, also "a brilliant idea" by its Director, Roy Clare, to widen the scope of the initial planned 1805 commemoration.

Colin White, Director of the Trafalgar 200 project at the museum, said he hoped cities, towns and villages with Trafalgar connections throughout the country would be encouraged to contribute to a year-long programme of events.

Dates already planned for SeaBritain 2005 include:

- Trafalgar tree plantings, primarily at primary and secondary schools, by the Woodland Trust and the Society for Nautical Research
- Nelson Portraits at the new Norfolk Nelson Museum, April 1–October 31
- Nelson and Napoleon special exhibition at the National Maritime Museum, May–October
- Scottish Traditional Boat Festival, Portsoy, Aberdeenshire, June
- West Country Sailing Regattas: Falmouth Regatta Week, Fowey Royal Regatta; Torbay Royal Regatta; Falmouth Classics, June–September
- Round the Isle of Wight Yacht Race, June 10–11
- Skandia Life Cowes Week, August
- The New Trafalgar Dispatch – a symbolic recreation of the 1805 voyage from Trafalgar to Falmouth of Lt Lapenotiere in HMS Pickle and his drive by post-chaise to London to deliver Vice Admiral Collingwood's dispatch, August 12–September 11
- Great River Race on the Thames, September
- Nelson's Last Drive, marking his final drive from Merton to Portsmouth and his last walk through the town, September 13–14
- The Thames Nelson Flotilla, recreation of Nelson's waterborne funeral procession, September 16
- Trafalgar 200 conference at Portsmouth, October 14–16
- Trafalgar Dinner, Guildhall, London, October 20
- Trafalgar Day at Cadiz festival of the sea at Cadiz, Spain, October 21
- Trafalgar Dinner, Painted Hall, Greenwich, October 21
- Albert Hall Trafalgar Night, musical celebration, October 22

● Portsmouth Festivities, June 18–25

● International Festival of the Sea, Portsmouth June 30–July 3

● Nelson Tour of key British ports by HMS Pickle replica, July–September

● Tall Ships Race, Waterford, Ireland July 6–9

● Europe at War – the Trafalgar Campaign in Context, conference in central London and Greenwich, July 13–15

● Tall Ships Race, Newcastle/Gateshead July 25–28

● Skandia Life Cowes Week, August

● The New Trafalgar Dispatch – a symbolic

recreation of the 1805 voyage from Trafalgar to Falmouth of Lt Lapenotiere in HMS Pickle and his drive by post-chaise to London to deliver Vice Admiral Collingwood's dispatch, August 12–September 11

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● Trafalgar Dinner, Painted Hall, Greenwich, October 21

● Albert Hall Trafalgar Night, musical celebration, October 22

Frances Nelson gives her side



NELSON's wife Frances (shown here in a 1798 sketch by Daniel Orme), far from not trying hard enough to save their marriage, did all she could to win him back, according to Colin White, Director of the Trafalgar 200 project at the National Maritime Museum.

Colin's conclusion is based on careful study of 72 letters Frances wrote to Alexander Davison, Nelson's closest friend and prize agent – a remarkable, intimate and so far unpublished collection acquired by the museum at auction on Trafalgar Day 2002.

It has now been catalogued and is available for research.

Colin's own findings on the breakdown of the marriage and break-up of his family, 'The Wife's Tale' – Frances, Lady Nelson and the breakdown of her marriage, can be viewed online on the museum's Journal for Maritime Research (JMR) www.jmr.nmm.ac.uk.

This research challenges and illuminates the traditional story of the collapse of the marriage, from November 1800 to July 1801, focusing on 'cruel' letters Nelson wrote to Frances, the role of Nelson's father, and splits in the family.

The close involvement and distress of Nelson's father, hitherto a peripheral figure in the story, is poignantly portrayed.

The letters also show Frances' continuing love for her husband and her willingness to receive him back and even to suppress his unkind letters.

This directly contradicts the view expressed in most biographies that she drove him away with her coldness and bitterness.

Said Colin: "In the past, Nelson's wife has been blamed for the breakdown of their marriage and for not trying hard enough to save it.

"This collection of letters shows that she did everything she could to win Nelson back and was very hurt and bewildered by the whole affair.

"There are telling references to splits within Nelson's family as he and Emma worked to isolate Frances and separate Nelson's siblings from her.

"The letters also help us to explore in closer detail the attitudes to marriage and separation in late 18th century society."

The letters will be of use to future Nelson biographers, making it possible to paint a more balanced picture than before of the separation.

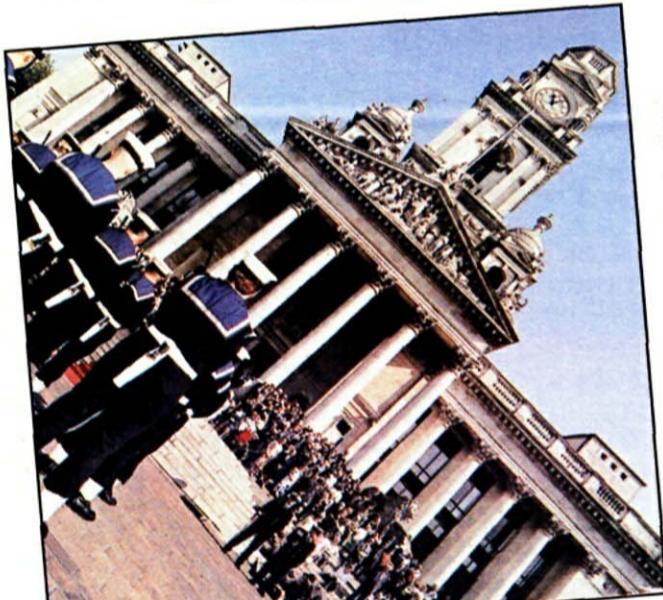
Biographers have tended to suggest it was a sudden and clean break in early January 1801 – it is now clear that it was nothing of the kind, more a slow, painful drawing apart.

Colin added: "The central batch of letters is dark and poignant, painting a vivid picture of the breakdown of the Nelson marriage from Frances' point of view and showing how Nelson's family was driven apart by the split.

"These are significant documents with a number of different levels and themes to be explored."

The museum is currently planning several major initiatives as part of its Trafalgar 200 project marking the 200th anniversary of the battle in 2005 (see above).

Double first Freedom day for Alfred



IT WAS a double first for HMS King Alfred when the Whale Island-based Royal Naval Reserves became the first individual ship or unit to be awarded the Freedom of the City of Portsmouth.

Because after the ceremony they also became the first to march behind the Sovereign's Colour presented in May this year by The Prince of Wales as they went through the city "to the beat of drums, with bayonets fixed and colours flying".

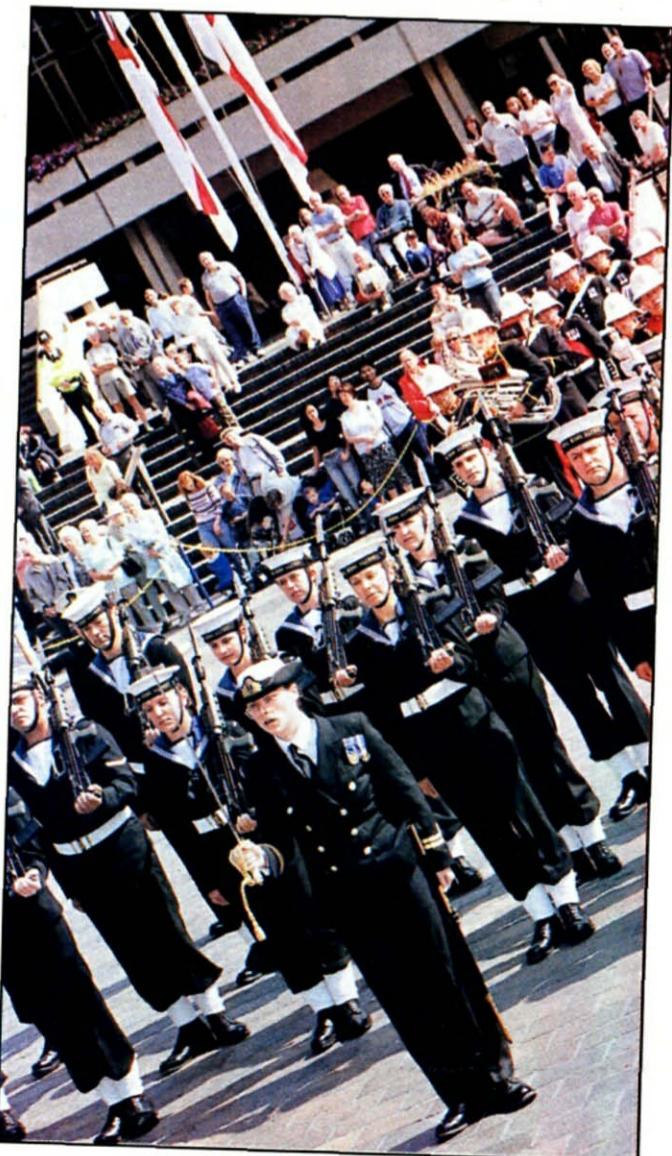
The ship's company of King Alfred had come from far and wide for the ceremony – and included PO Andy Belfitt from Mauritius, where he is PA to the High Commissioner.

PO Belfitt, whose wife is the British Consul on the islands, was so determined to take part that he paid for his own travel to Portsmouth.

He told *Navy News*: "I have had the opportunity to do so many great things because of the RNR that I felt the least I could do was be there when King Alfred was being honoured by the City of Portsmouth."

In his speech Lord Mayor Cllr Tom Blair referred particularly to the contribution King Alfred made this year to Operation Telic: "There is a great deal of pressure today on Reserve Units around the country to provide additional manpower to complement the regular forces."

"The support you give is crucial to our country during times of conflict and crisis, often at a moment's notice as has been witnessed in recent times."



Security guards needed

FORMER servicemen and women are urgently needed to help with security at naval bases – and to free serving personnel for front-line duties.

The Military Provost Guard Service (MPGS) is looking for people to provide armed security support at Forces establishments.

The recently-formed service, part of the Army, has been set up with the idea of releasing serving personnel for other duties.

It draws solely upon ex-Servicemen and women to bolster its numbers, allowing them the chance to remain in the military environment.

Bases across the country need MPGS personnel, but the shortage is keenly felt around establishments in the Portsmouth area.

Duties as an MPGS member will include controlling entry and exit gates and routine patrols alongside military and non-military personnel.

Criteria for the service are:

- Being aged 49 or under when you enlist;
- Three years' minimum service in the Forces;
- Assessment on discharge as 'exemplary' or 'very good';
- Less than six years since you left the forces.

"The MPGS has been taking over guard duties across the RN for over a year now," explained Lt Cdr Bruce Foster from the Naval Recruiting and Training Agency. "The guards maintain security to the highest professional standards, enjoy family stability, the entitlement to Service accommodation and the pride of serving with like-minded colleagues operating in small professional teams."

Training is carried out at Worthy Down, near Winchester. Details from PO Bishop on 01962 887113.

Super Mess takes shape

A SUPER Mess may not sound like the kind of situation anyone would want to confront – but thousands of sailors in Scotland are looking forward to living in it.

And they are even having their say in how the mess will look.

This Super Mess – the first in the Royal Navy – is part of the £125 million Neptune Regeneration Project, which will see the mess and almost 1,800 new en suite rooms replacing facilities which were built in the 1960s.

The mess is super in that within the single complex, it will provide a single galley to prepare food for all ranks and rates, while maintaining dedicated dining rooms for officers, senior and junior ratings.

The new improved facilities will also include a shopping mall, bowling alley and bar, coffee/snack bar, theatre/cinema, nightclub and all-day restaurant – all this with arguably the best views of any Royal Navy mess, out across the Gare Loch to the mountains of Argyll.

The project will provide all rat-

ings and officers with single, en-suite cabins, with the junior ratings' accommodation arranged in 'flats' of eight rooms based around a common room and kitchen area.

The same arrangement for officers and senior ratings will be grouped in sixes.

A total of 1,774 Grade 1 en-suite rooms will be built in blocks which will vary from three to six storeys high, designed with three wings and a central area containing bathrooms, lift, staircase and stores.

All cabins will have a double bed, plenty of electrical sockets with TV, satellite, radio and telephone points, fully-tiled en suite bathrooms and a mix of movable and fitted furniture. There will also be a large walk-in storage area.

Two mock-up cabins were opened at Neptune for feedback, and the (anonymous) comments were incorporated into the final plans which will be drawn up before work starts next April.

Amec-Turner has been awarded the Neptune contract, which should be completed by 2008, providing attractive domestic and social facilities for single sailors at the Scottish



RE-BALANCING LIVES

base when they are not at sea.

Single Living Accommodation (SLA) is seen as a vital plank in the Navy's bid to retain personnel – a factor reflected across the other two Services as well – and the Ministry of Defence will be investing £1 billion in various projects.

Staff Officer Projects (Neptune) Cdr Bill Burgess said feedback was vital to ensure the accommodation meets future needs and expectations.

"This Quality of Life project will ensure that a sailor's life ashore is better balanced," said Cdr Burgess.

"Life at sea in the Royal Navy

continuously defending the UK's interest worldwide is demanding, particularly within the tight constraints of a submarine.

"It is essential that sailors have somewhere away from their workplace which they can call home, with recreational facilities which they enjoy using and which helps them unwind and relax during their time ashore."

Capt Simon Ancona, the officer responsible for the Fleet's Rebalancing Lives initiative, said: "This is excellent news.

"So often it seems that promised improvements are 'jam tomorrow'.

"This project, and its massive benefits to the Serviceman and women, is just around the corner and proves the Navy's commitment to making life better."

■ See *Navy News Online* for computer graphics of the Super Mess

■ Work on new accommodation at HMS Nelson in Portsmouth is well under way – and the new blocks have been given names.

The first – Sirius – is already erected, and will be followed by Phoebe, Naiad and Euryalus.

PT branch seeks out volunteers

THE self-styled 'most enthusiastic specialisation in the Royal Navy' is looking for new recruits.

The Physical Training (PT) branch is keen to see more volunteers tackle the seven-month PT course at HMS Temeraire in Portsmouth – then 'inspire others to gain greater fitness and coach teams to achieve better results.'

Qualifications needed are:

■ Two years reckonable Naval service (any branch) at the start of the LPT course

■ Recommended by Commanding Officer for Leading Rate in source specialisation

■ Medically fit and physically suitable

■ NAMET 5/5

■ 12 months sea time

For further details, or to arrange an aptitude test, speak to Clubs or the RN School of Physical Training on 9380 25739 or 25740.

New man takes over Diversity mantle

A NEW man has been appointed to lead the Navy's Diversity Policy Cell.

Cdr Tim Kingsbury takes over from his award-winning predecessor Cdr Joe da Gama.

"Some people view Diversity as simply being 'PC', but they are mistaken – it's all about operational capability because respecting difference enables individuals to fulfil their potential and allows the team to operate effectively together," he said.

The theme was echoed by Cdr da Gama, who now works for the Second Sea Lord's strategy team.

"When we talk about diversity, we talk about every single person as an

individual," he said Cdr da Gama.

"Diversity policy is about catering for difference – it's about teamwork and creating and valuing the individual."

Cdr da Gama said diversity policy also addresses issues such as bullying and equality between the genders.

And the Navy must get it right in order to retain its staff, avoiding the problems associated with gapping.

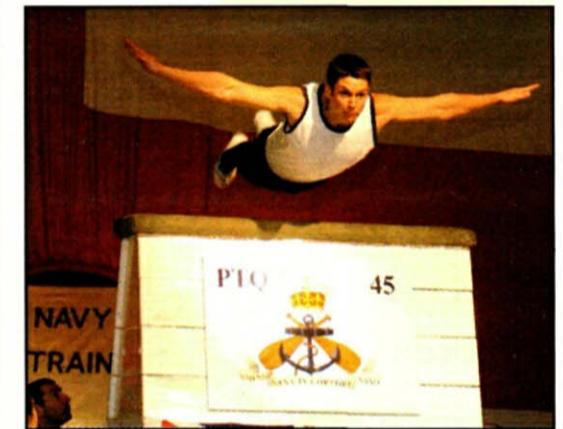
"But we are not talking about positive discrimination – it's positive action. It's making sure people are on a level playing field," he said.

Such initiatives are fostered through the Divisional system and

reporting, so that ideas such as mentoring – hugely successful in commercial organisations such as banks – can be brought to bear.

Cdr da Gama said there is an unanswerable business case for a successful diversity policy, harnessing a wide range of skills such as languages or knowledge of local customs which can be put to use in operations such as peacekeeping or humanitarian relief.

It is also conducive to effective teamwork and building an esprit de corps – especially when on a ship miles from anywhere – that there should be tolerance between individuals.



● Let your ambitions take flight – the PT branch is seeking volunteers now

HIGHLY DEVELOPED.



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Evolution is a wonderful thing – creating the most highly sophisticated creatures, perfectly adapted to their environments. Just like the New 2004 Freelander Sport.

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● HMS Edinburgh escorts the Clipper fleet into Liverpool after the Global Challenge race (above right). Liverpool pictures: Fleet Regional Photographic Unit Clyde

● HMS Campbeltown (above) manoeuvres into place in Liverpool

● (Below) CINCFLEET Admiral Sir Jonathon Band talks to members of the 'press' in the hangar of HMS Invincible. The Admiral visited ships during Exercise Northern Light 03 in his NATO role as CINCEASTLANT



Northern Light and northern welcome



● Sea Harriers of 801 Naval Air Squadron from HMS Invincible pass an Allied ship during Exercise Northern Light

Picture: PO(PHOT) Paul Smith



● Ships of NATO Mine Countermeasures Force North (MCMFORNORTH) arrive in Liverpool for a port visit after Exercise Northern Light 03

A FLEET of 18 naval vessels converged on Liverpool to join in the celebrations for the finish of the Clipper Round the World yacht race, led by the Navy's new assault ship, HMS Albion, on her first formal visit to a UK port.

She was accompanied by destroyer HMS Edinburgh, frigate HMS Campbeltown, minehunter HMS Inverness and patrol boat HMS Biter, along with seven other ships from NATO's MCM Force North and six mine countermeasures vessels from the Netherlands and Belgium.

It was believed to be the largest gathering of naval vessels in Liverpool for decades.

Commodore John Madgwick, the Naval Regional Officer for Northern England, was at the centre of planning for the occasion, which he described as one of the most complex evolutions he had planned in his career.

"This really is a very special event for the city," said Commodore Madgwick. "We have effectively turned the port into HM Naval Base Liverpool for the weekend."

The MCM force arrived fresh from a key role in Exercise Northern Light 03, a major undertaking off the west coast of Scotland.

A dozen NATO nations and three Partnership countries were involved, fielding 50 ships and submarines, 15 different types of military aircraft and more than 500 amphibious and land troops.

The exercise was specifically designed to evaluate capabilities of the new NATO Reaction Force (NRF), for which purpose aircraft carrier HMS Invincible had UK Maritime Force battle staff embarked as a 'Higher Readiness Force (Maritime)' HQ.

Amphibious landings were carried out at Luce Bay, near Stranraer, and the exercise also allowed the testing of experimental projects in areas such as autonomous underwater vehicles for mine countermeasures work, and the handling of environmental data.

The Commander of the Combined Joint Task Force was Admiral Sir Jonathon Band, the Royal Navy's Commander-in-Chief Fleet but on this occasion acting in his role as Commander-in-Chief Eastern Atlantic.

The RNR was well represented in the carrier, in areas including media relations, medical, submarines, merchant ship liaison and communications.

Reflecting on the exercise, Admiral Band

said: "Northern Light was an excellent test in real world crisis response operations and undoubtedly highlighted the fundamental importance of amphibious and initial entry operations.

"It was the first of a new style of exercise for NATO encompassing modern issues – terrorism, asymmetric threats, rules of engagement, international political and public opinion, information operations and the glare of 24 hour a day media attention.

"It is only by rigorously training our personnel and procedures in operations like this, that NATO can be fully prepared for the complex, multinational operations of the future."

With Northern Light finished, the mine-hunters headed for the Mersey celebrations.

The highlight of the weekend came when HMS Edinburgh and HMS Biter led the eight-strong strong Clipper yacht fleet up the river to the finish line off Albert dock.

Thousands of spectators lined the banks to welcome the yachts home at the end of the 11-month long race, while a flotilla of local vessels and an aerobatic display added to the colour of the occasion.

HMS Edinburgh had acted as guard vessel for the final leg of the race and hosted the race officials as the yachts completed the finishing run from Holyhead to the Mersey.

HM ships Albion and Inverness were open to visitors, and between them attracted more than 5,000 visitors.

For the remainder of the fleet it was a case of simply enjoying what is widely regarded as one of the best runs ashore.

Cdr Mike Flagstad, the commander of the NATO MCM Force North, summed it all up when he said, "It's a fantastic city to visit, and my ships' companies are making the most of it."

● HMS Invincible pictured in the early morning off Tenerife as the ship's company relaxed after Exercise Northern Light

Picture: PO(PHOT) Paul Smith





Desert heat

SHIMMERING ON the tarmac in the Nevada desert, a Sea Harrier prepares to do battle in one of the world's foremost tests of air power - a stone's throw from the bright lights of Las Vegas.

For the first time, pilots and crew of 800 NAS were invited to take on the cream of military fliers from four nations.

For 12 days in August around 100 jets raged in the skies over Nellis air base, Nevada.

Red Flag is the largest air exercise, but this year's 'battle' was the first time the Sea Harrier has attended, joining colleagues from the Israeli and German air forces and US F16s from the 'Aggressor Squadron'.

Six of the jump jets headed off to the western USA accompanied by their ground crew and staff.

It took stopovers in the Azores and Maine and regular refuelling from RAF VC10s to get the Harriers to Nevada, while supporting crew and equipment were shipped out in another VC10 and C130s.

The naval airmen quickly found the odds were stacked against the Harriers from the outset.

800 NAS was picked to play former Eastern Bloc attackers during Red Flag.

The attackers were outnumbered four to one throughout the exercise - and the Sea Harrier was denied full use of its radar and AMRAAM air-to-air missiles.

Pilots were even told to mimic



tactics of their former foes, rather than make use of the Sea Harrier's legendary manoeuvrability.

And 800's US hosts threw in a cleverly-devised booby trap. A local tipple known as weed which was readily on hand in the air base bar on a Friday evening.

Despite these handicaps - and debilitating temperatures touching 40C at times - 800 NAS has returned from the States with its reputation held high and important lessons learned.

Pilot Lt Craig Compain said the squadron had managed to adjust to new tactics and doctrine thousands of miles from its Yeovilton home remarkably swiftly.

Ground crew's unstinting efforts ensured a punishing flight rate - two sorties per day by four Harriers on each occasion - was maintained throughout the exercise.

Lt Compain added: "It's a true testament to the maintenance crews that over the entire exercise

not one sortie was lost to an aircraft not being serviceable."

Being just outside the party capital of the United States, aircrew couldn't resist the odd sortie from Nellis into Las Vegas.

For staff officer Lt Ian Peattie a visit to the Las Vegas strip was a must, if only to tie the knot to fiancée Anita.

And being Las Vegas, Elvis - or rather a Cliff Richard lookalike dressed as the King - had to be there for the nuptials... as well as the core of 800 NAS.

Friends unable to attend could tune into the atmosphere over the internet as the ceremony was broadcast live on the web.

"It was a truly unique wedding, witnessed by the squadron officers in mess dress, senior rates dressed as Elvis and the staff officers dressed as cowboys," said Lt Compain.

"We were all entertained by an Elvis impersonator who brought the house down with his rendition of *Viva Las Vegas*."

It has been a hectic year for 800 NAS. Red Flag followed hot on the heels of Flying Fish in the Far East.

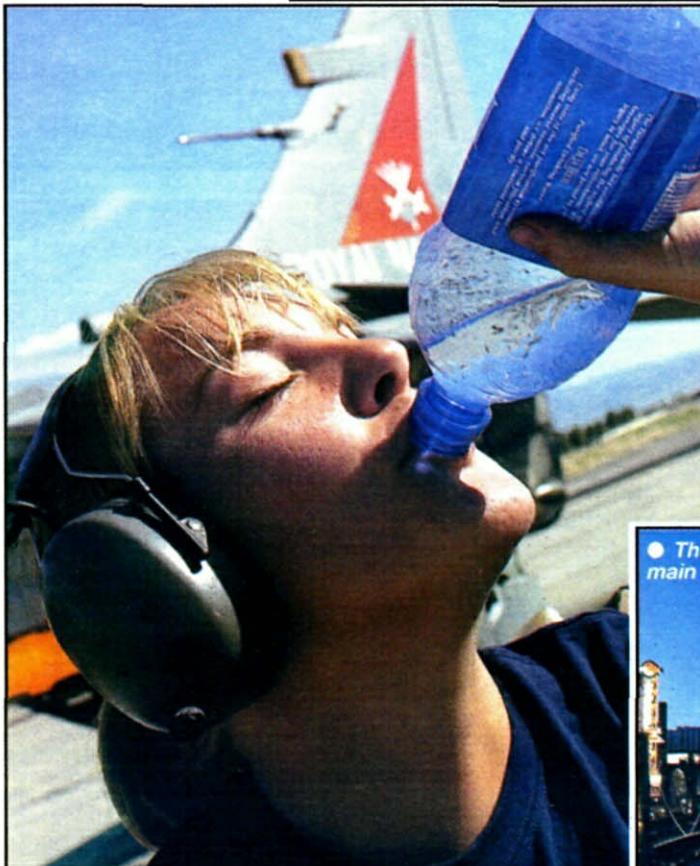
Five out of six members of the 120-strong squadron shipped out to Las Vegas within days of arriving back in the UK from the 10-day Far Eastern exercise.

And for 45 of the squadron, the tempo has not dropped off. Three Harriers have remained behind in the United States to take part in another series of exercises.

After a brief break back in the UK, crew returned to the USA to join their aircraft for High Rider, at China Lake air base, to test their bombing and weaponry skills

● Above: A Sea Harrier taxis on the runway at Nellis air base, Nevada, ahead of its next mission

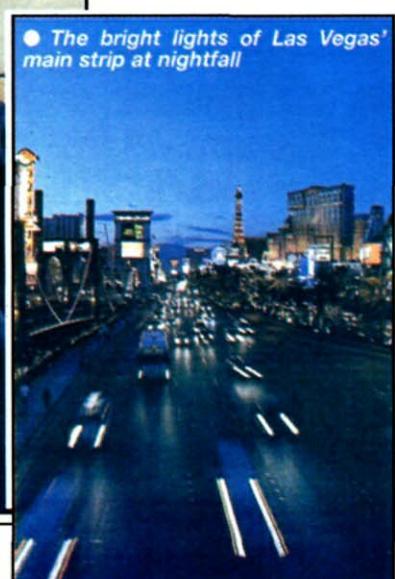
Pictures: LA (PHOT) Bernie Henesy



● Top: It was this big - Lt Paul Tremelling (left) and Lt Craig Compain discuss their latest Red Flag mission

● Above: AEM Birchmore kneels on the tarmac as he and fellow maintainers keep a lookout as a Harrier prepares to taxi for another sortie

● Left: AEM Di Mennie downs some much needed water after another punishing mission in the Nevada desert. Temperatures edged 40C during Red Flag



● Big brothers: A Sea Harrier taxis after another sortie, dwarfed by two F15Es at Nellis air base



● We are sailing. Oops, that was Rod Stewart...An Elvis impersonator adds the definitive Las Vegas touch to staff officer Lt Ian Peattie's wedding to his fiancée Anita



Volunteers wanted for the high life

VOLUNTEERS are sought for a mountaineering expedition to Greenland in April and May 2004.

The aim will be to make the first Royal Navy and military ascent of the highest mountain in the Arctic, Gunnbjorn's Fjeld.

A team of six will spend four weeks in the field, living in tents on glaciers, and will be entirely self-sufficient.

Once Gunnbjorn's Fjeld has been conquered, the team will sledge to an area containing unclimbed mountains and hope to make some first ascents.

The expedition is open to serving members of the Royal Navy and Royal Marines, and the leader is looking for volunteers of any age and experience.

They must be prepared for a serious challenge in extreme conditions, and must be good team members with a big sense of humour.

For further details make immediate contact with team leader Cdr Brian Pancott, Room 3023, Centurion Building, Grange Road, Gosport PO13 9XA.

New siren will sound

A NEW alert siren is to be brought into service early this month to ensure that the Devonport Nuclear Accident Alarm Sirens system fulfils its purpose.

The new siren – the eighth in the chain – will be routinely tested for the first time at 11.30am on Monday November 3, and will mean that all the people in the 2km pre-planned countermeasure zone will hear the alarm.

In particular, people in Torpoint and Wilcove will be receiving letters about the new siren, installed at HMS Raleigh, and other residents, particularly in Milbrook, Antony and St John, could also hear the alarm, and will also be receiving letters.

Captain Base Safety, Capt John Binns, said: "The range of the existing sirens have met and exceeded requirements during the vast majority of weather conditions, but we want to be confident that the siren will be audible to all those who need to hear it regardless of the weather."

Thumbs up for joint WOs course

A PIONEERING course for senior rates has been staged at the Joint Services Command and Staff College at the Defence Academy.

The Joint Services Warrant Officers Course (JSWOC) is the result of a key conclusion arising from the Defence Training Review.

It decreed that there was a need to increase and improve the understanding of joint operations amongst warrant officers across all three Services.

The aim of the course is to "develop an understanding of joint, combined and interagency operations", and the trial course was delivered to 30 senior WOs, who provided positive feedback to the staff and said such a course would have made their tasks easier had it been available to them earlier.

A second pilot course will be run next month, with the first genuine course in May.

■ See www.jscsc.org.uk for more details



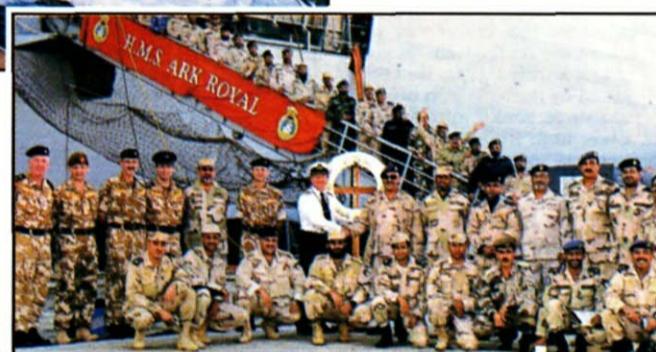
● A gathering of Regional Drafting Careers Advisors (RDCA) at Centurion Building, Gosport, allowed Commodore Naval Drafting (CND) Cdr Duncan Fergusson the opportunity to present WO Mark Middleton with the clasp to his Long Service and Good Conduct Medal, representing 30 years unblemished service.

Carrier fans salute Pompey



● (Above) Pompey star Steve Stone surveys the scene from the Admiral's Bridge in HMS Ark Royal during a visit by the Premiership club

● (Right) Students and staff of the Kuwaiti Joint Command and Staff Course are welcomed to HMS Ark Royal by Cdr Chris Alcock



POMPEY fans on board aircraft carrier HMS Ark Royal were thrilled when their ship hosted a visit by the Premiership squad.

Led by club chairman Milan Mandaric, manager Harry Redknapp and his assistant Jim Smith, the players were invited to the ship so that the legions of Pompey fans could thank their heroes for last season's stunning success in storming to promotion while the Ark was in the Gulf.

And it was also a chance for the football club to return the thanks, with Milan Mandaric saying that their hearts were with their far-flung fans during the war.

Among those visiting were former England stars Teddy Sheringham, Tim Sherwood and Steve Stone.

The visit started with a briefing on the ship's operations in the Gulf – and a safety warning for when they moved around; Charge Chief Ken Neilson said he would not

have forgiven himself if a player missed a game through tripping.

The visitors were then taken on a tour of the ship, through the hangar, up to the flight deck on an aircraft lift, up to the bridge and then into the Wardroom to meet the fans.

While passing through the ship, there was plenty of hand-shakes as the Pompey fans expressed their gratitude to Milan for what he had done for the club – taking it from the depths of the First Division and putting it in the Premiership.

At the end of the visit, Ken Neilson presented Milan Mandaric with a framed picture of the ship, signed by supporters on board, while Ark Royal's Commander, Cdr Paul Cook – effectively the second-in-command of the carrier – thanked the club and wished them well for their first Premiership season, while admitting his support of a rival Hampshire Premiership team.

Ken said: "It means a hell of a lot to us to get the first team on board," and he thanked them "for making our dreams come true."

The carrier also has a formal link with Leeds United, through the carrier's long-standing affiliation to the city.

■ Ark Royal also hosted a party from the students and staff of the Kuwaiti Joint Command and Staff Course.

Writers take to the skies

STAFF working for two admirals in Victory Building, Portsmouth, took to the skies for an out-of-office Adventurous Training afternoon.

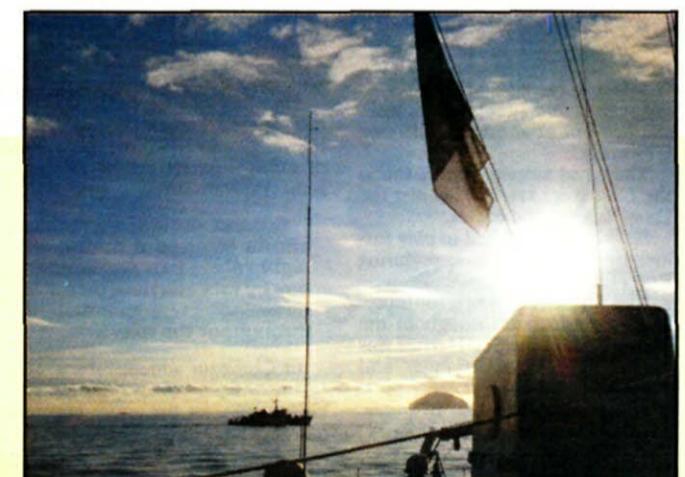
Leading writers to Second Sea Lord Vice Admiral James Burnell-Nugent and Chief of Staff Rear Admiral Ric Cheadle went to the Portsmouth Naval Gliding Club at Lee-on-the-Solent, where each member of the group, plus an instructor, was towed to a height of 2,000ft in a glider before being let loose at the controls for some hands-on experience.

Admiral Burnell-Nugent said that the club was a great facility, and encouraged personnel to make the most of it.

Any member of the Royal Navy can have a 20-minute experience flight at the centre for £15.50.

For more details contact membership secretary Kevin Hills on 01329 314784 or email him on kevin@khills.freemail.co.uk

Details of the Portsmouth Naval Gliding Club can be found on their website at www.pnng.co.uk



● An appropriate backdrop for NATO Exercise Northern Light 03

Focus on NATO

WHILE many of her sisters spent the year in the waters of the Gulf, Sandown class minehunter HMS Inverness has been kept every bit as busy chiefly in UK waters.

The Faslane-based warship has devoted most of 2003 to training and working with NATO allies, mainly around Scotland, including a role in Exercise Northern Light 03.

But the crew were called into action for real when the ship found two pieces of historic ord-

nance off the coast of Galloway, the main exercise area for Northern Light, and had to dispose of it.

Autumn for the 35 crew is being spent around the Baltic as part of a Danish-led task force.

The deployment allows for a flag-flying visit to Frederikshavn, where Inverness' crew will be taking part in horse racing and a biathlon to raise money for the special care baby unit in the ship's namesake city.

Venice – or Portsmouth?

MANY cities claim to be the Venice of the North, but Portsmouth is not the first that springs to mind.

But it now appears that art lovers who for decades have been admiring J.M.W. Turner's festival scenes of Venice, have actually been looking at two views of a French king's visit to Portsmouth Harbour.

As part of the preparation for a major new exhibition at Tate Britain, Collections Curator Ian Warrell looked closely at two oil paintings thought to be of the Venetian lagoon – and has now asserted that the works actually depict the South Coast of England.

As a result, the painting formerly listed as *Festive Lagoon Scene*, Venice circa 1840-50 has now been renamed *The Arrival of Louis-Philippe at Portsmouth 8 October 1844*, circa 1844-5, and *Procession of Boats with Distant Smoke, Venice circa 1845* has been renamed *The Disembarkation of Louis-Philippe at Portsmouth 8 October 1844*, circa 1844-5.

In the catalogue notes accompanying the exhibition, Mr Warrell said that the *Procession of Boats*, previously known as *The Burning of Ships*, was first specifically linked with Venice in

the mid-1960s at an exhibition in New York, while the other picture came to light in a cache of works unearthed in the National Gallery's basement in World War II.

Among the reasons Mr Warrell doubted the link to Venice were the fact that there were no topographical or architectural references to the Italian city, the canvases were considerably bigger than the series which clearly showed the Venetian skyline, and the tones of the two Portsmouth pictures are considerably warmer than the grey tonality of the Venetian series.

There is also a row of what appears to be military men in red, which would tend to suggest British soldiers at a formal occasion – and it is known that Turner was present when Louis-Philippe visited Hampshire, and produced a group of studies.

The artist also knew Louis-Philippe personally from when the French aristocrat lived in Twickenham.

According to Mr Warrell, the French king visited Portsmouth Harbour aboard his paddle-steamer the Gomer as part of an initiative to

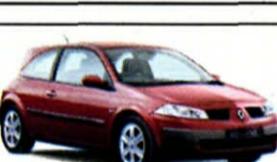
consolidate an alliance with Queen Victoria. As the Gomer arrived – in a series of ceremonies widely reported in the British press – gun salutes were fired which caused smoke to build up over the anchorage, and people thronged to the beaches to watch proceedings.

Mr Warrell concludes: "This is all a long way from the interpretation of these pictures as the wraith-like mists of Venice, with parties of revellers drifting to and from the city across the Lagoon."

"But it demonstrates the way in which Turner's vision of Venice relies less on the specifics of place, and far more on what he brought to the scene."

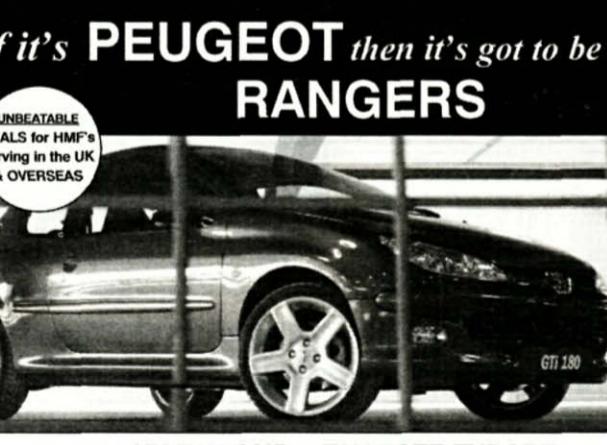
"Whether he was painting Venice or the Solent, he remained obsessed with the elusive qualities of light and colour, and it is his restless exploration of these characteristics that continue to captivate."

Both pictures will still feature in the exhibition *Turner and Venice*, sponsored by Barclays plc, which opened at Tate Britain on October 9 and runs until January 11 2004. It covers the 20 years between Turner's first visit to Venice in 1819 and his last in 1840.



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RANGERS

Wind of change blows through headquarters

CHANGES to the way the Navy manages its people have been set in motion with a reorganisation of the way Victory Building goes about its business – and the results are expected to be far-reaching.

According to the Second Sea Lord's Chief of Staff (COS), Rear Admiral Ric Cheadle, the headquarters reorganisation has been in the melting pot for 18 months, but the top man at the time, Admiral Sir Peter Spencer, wanted to make sure that Topmast was properly established before tackling the wider issues.

By that stage a central MOD study – the Services Personnel Process Review or SPPR – was running, looking at personnel processes across all three Services and the scope for common ground in areas such as manpower planning, recruiting and training.

As if that wasn't enough, other tri-Service studies were under way looking at legal processes and personnel administration, and it made sense to the 2SL HQ staff to combine the findings of the SPPR, these other studies and its own business review to make sure they were complementary, rather than risk upheaval twice in a short period of time.

So the template for the HQ reorganisation was created,



Rear Admiral Ric Cheadle, Second Sea Lord's Chief of Staff

designed both to pull together all the current and proposed personnel issues into one coherent plan, and to shift the focus of the HQ more towards the needs of the individual.

To achieve the first target, it was necessary to look at the traditional boundaries between the Naval Manning Agency (NMA) and the rest of the business, and as a result of this, an early decision was made to remove the NMA's agency status from April 1 2004.

This allowed the creation of an Integrated Business Team that would 'own' the personnel blueprint and manage the finances required to deliver it.

The manpower blueprint, officially known as the Navy Board's

Personnel Change Programme, will be a ten-year over-arching plan that provides a much clearer view of the Navy's personnel initiatives, the order in which they need to be completed and the resources required to make it happen.

For the second target, Rear Admiral Cheadle said: "What we have tried to do is group together all the activities that particularly affect the individual, and make sure they were collected under a single manager – the Director General Human Resources (Navy) or DGH(N).

The 2SL HQ reorganisation is being carried out in two stages; the first was achieved on October 1 and put in place the management changes required. The financial and budgetary disciplines, which have to follow the financial calendar, will follow on April 1 next year.

Although the major changes to the 2SL arrangements have been largely completed, there is no resting on laurels and work is now under way looking at how the reshaped 2SL organisation can maximise its effect by closer working with the Fleet HQ at Whale Island.

"A number of our current functions are already shared," said Rear Admiral Cheadle, "but we need to keep looking for further ways of ensuring both HQs are working at peak efficiency. Now that Fleet is just around the corner I'm certain we can find smarter ways of working together."

The impact of these changes on the careers and lives of sailors and

officers is crystallised in the switch from the title and objectives of the old Naval Manning Agency.

"The NMA was looking after manpower planning, and such things as the deployment of people into posts," said Rear Admiral Mark Kerr, NavSec/DGHR(N).

"What we hadn't been concerned with was the wider aspects of people's lives."

Part of the problem lay in the wide – and not always logical – dispersion of responsibility between Navy departments and agencies.

DGH(N) now covers all aspects of the individual's welfare within the Navy, and also embraces such areas as Naval charities, the Naval Personal and Families Service (NPFS), and veterans.

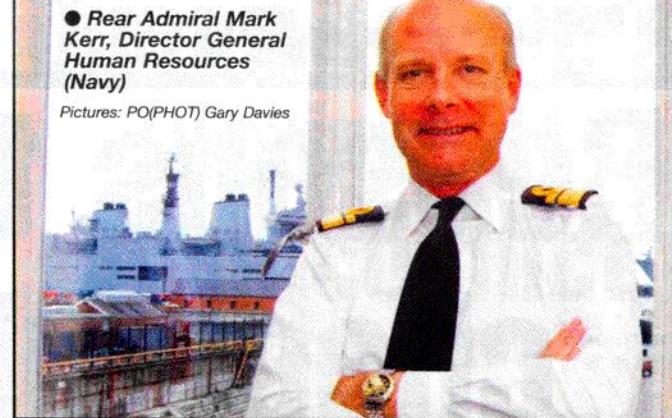
Admiral Kerr said: "We have had major changes recently, but that's down to the major changes in the world around us.

"The changes of the past few years meant that it was right for us to adapt – we would look particularly stupid if we were still configured to fight a major conflict in the North Atlantic and could not cope with the other needs that arose since the end of the Cold War.

"These changes have introduced a lot of stress into people's lives – the most obvious and damaging being gapping on the front line.

"I hope the way my responsibilities have been reorganised will allow me to address that, and the other human resource problems we face, in a more joined-up way than we have been able to in the past.

"So now, not only am I sending people all over the world to ships,



Rear Admiral Mark Kerr, Director General Human Resources (Navy)

Pictures: PO(PHOT) Gary Davies

establishments and Central Staff, but also I'm responsible for the wider consequences of the decisions on where to send them – it's my job to worry about their wider welfare, and that of their families.

"We can take a slightly more all-embracing view of the life of an RN rating and make sure it is conducted in a harmonious and coherent way to the satisfaction of all parties."

One concern is the Divisional system, an integral element of the Navy for 250 years, but which is now creaking under the strain.

The squadding system, for example, means that Divisional Officers and members of their division may be separated for long periods.

"The load on the DO in the past few years has grown almost exponentially, and for the first time 2SL is in a position to really get to grips with this problem because he has now got a DGH(N) – and he has given me the task of bringing the Divisional system up to date," said

Admiral Kerr.

He also hopes to address the Navy's release procedure, so that people who leave in years to come feel they "have been dealt with in a gracious fashion".

A team has been set up to address the Divisional system from all angles, and to take advantage of the huge advances in information technology and greater connectivity which now extends to ships at sea as well as shore-based offices.

This will mean the Divisional Officer will no longer have to act as intermediary for information – sailors will be able to gain direct access to the expertise they need through databases, websites and a range of communications tools.

"We hope to provide a greatly superior Divisional system to the one we have today," he said.

"We are talking about a major overhaul of a system which is fundamentally sound – indeed, it is a world-beater in its conception, and widely recognised as such."

At Your Service



Calling Old Shipmates

HMS Ajax 2nd Commission 1965-66: Norman 'Jock' Muir seeks members of the all-conquering ship's football team. Eric Cheesborough also thinks it would be a good idea for a get-together. Contact Norman on 01752 839270 or email: norman@notremonde.fsnet.co.uk

HMS Ambuscade 1980-81: Seeking Tony Crowley, Nobby, Tiny, Ken (Smoky) Gammon, Jacko etc. Maureen McKenna met a lot of them while they were visiting California. Contact Maureen at 70 2nd Street, Port Haddock, WA, 98339 USA, or email: kimirin1959@aol.com

HMS Ark Royal: Kev and the others in the engineering department of HMS Ark Royal were on the same white-water rafting trip as Alex Liddon in Scotland. Someone had a waterproof camera, and Alex wonders if that person could email the pictures to him. Contact Alex at Rustwood, Louisa Rd, Blundeston, Lowestoft NR32 5AT, email: alex.liddon@hotmail.com

HMS Arrow 1984: Seeking Wayne Bishop (Sonar) from Doncaster, who joined the Arrow in 1984. Contact Fozz Foster, 54 Westbury Rd, Shrewsbury SY1 3HW, email:

HMS Bulwark, Albion and Centaur 1969-71: Seeking anyone who lived in the SIS mess with the nice steam pipe, especially LWTR Churchill (Tom) or any of the chefs.

HMS Ceres 1953-54: Seeking Mike (Buck) Rodgers who was guitar-playing AB(R) in Cumberland in the early 90s. Contact Jason (Smugger) Smith, 7 Evesham Rd, Stow-on-the-Wold, Cheltenham, tel: 01451 830372 or email: TheStinkies@aol.com

HMS Hermione, 1st Commission 1969-

71: Seeking anyone who lived in the SIS mess with the nice steam pipe, especially LWTR Churchill (Tom) or any of the chefs.

HMS Illustrious Association, Southern Branch: Remembrance Service at 1305 on January 15 at St Mary Aldermanry, Bow Lane, London (near Mansion House tube station). Reunion afterwards at a nearby hotel. Contact June Hurrell, 21 Kingswood Ave, Bromley BR2 9BJ or tel: 020 8460 2512.

HMS Manchester, a base Minelayer: What was she doing and where during 1939-40? Percy Solway, a pensioner recalled for the war, served in her as a torpedoeman. Does anyone remember him? Contact John Solway, 4 Cornford Close, Hayesford Park, Bromley BR2 9BJ or tel: 020 8460 2512.

HMS Spirehead Fleet Reviews: David seeks video footage of any Spirehead Fleet Review by any member of the Royal Family past and present. He has a small chart of the 1902 Coronation Fleet Review of King Edward VII and Queen Alexandra and would appreciate info on this. Contact David Robinson, Rowan Cottage, Bromley BR2 9JJ, tel: 01295 810024.

HMS Hardy: Very small scale (Eagle) plastic model of HMS Hardy, free to any ex-Hardy crew member. Contact F.E. Daniel, 45 Glebe Rise, Kings Sutton, Banbury OX1 3PH, tel: 01295 810024.

HMMs 6010, 6011, 6012, 6013, 6014: Seeking photos and final resting places of these vessels, which made up part of the Rhine Flotilla 1949-51. Contact M.S. Austin, Orchard Gate, Forest Rd, Hartwell, Northants NN7 2HE, tel: 01604 863960.

HMS Jellicoe: Stan Brookes has the YMCA Bible of his late grandfather, J.W. Little, who served in HMS Jellicoe. On the inside cover is a message from Jellicoe: 'Be strong and of good courage: be not afraid neither be

dismayed: father Lord thy God is with thee? great Honour all men. ??? fear God. Honour thy King' from the heart J.W. Jellicoe. What are the missing words? Contact Stan at 2 Payton Close, Pocklington, Yorks YO42 2NB, tel: 01759 305188, email: stanleybrookes@united-kingdom.fsnet.co.uk

HMS Royal Fleet Tenders: A.G. Dean has four radio-controlled 1/24 scale models of these craft, two in the RNNS and RMAS colours. The third is almost complete as HMS Vigilant (formerly Loyalty Factor) and Mr Dean seeks photos of her or sister ship Alert (Royal Governor) in grey, especially with gun or guns mounted. The fourth will be Discovery (formerly Glencoe). Any photos or info appreciated. Contact A.G. Dean, Dalkeith, 6 Daryl Rd, Hesswall, Wirral CH6 5RD, tel: 0151 342 1691.

HMS Wallflower: Seeking photos of Stoker James (Jim) Fitzgerald, possibly known as Paddy or Mick as he came from Co Kilkenny, Ireland. He served in Wallflower 1942-45. If anyone has photos or knew him contact his son, Richard Fitzgerald, 66 Northway Lane, Tewkesbury GL20 8QQ, tel: 01684 290204 or email: richard.fitzgerald@gbtabb.com

HMS Hardy: Very small scale (Eagle) plastic model of HMS Hardy, free to any ex-Hardy crew member. Contact F.E. Daniel, 45 Glebe Rise, Kings Sutton, Banbury OX1 3PH, tel: 01295 810024.

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**Drafty**

Reasons to be cheerful ...

IN JANUARY 1940 Fleet reported to the Admiralty, stating that unless more Engine Room Artificers (ERAs) could be found a critical situation would arise...

Here we are in 2003 and, again, we are approaching a similar situation with submariner MEAs, WEAs and some categories of WB.

In a previous *Navy News* article we stated that, whilst there was medium-term gloom, there was actually light at the end of the tunnel.

Is there still light ahead? The answer is 'YES' and the purpose of this article is to update you on the vast amount of work, in a multitude of areas, that has been in progress over the last year.

Work that aims to fulfil the Mission Statements of the Fleet Personnel Division N 'To man the Fleet and support the personnel to be ready to Fight and Win' and the NMA - 'The right people in the right place at the right time'.

To achieve this requires Drafty, the Branch Managers (DNM), Fleet and FOTR to work closely together as a team and the following are some of the areas where we are doing just that:

TRAINING

The Safe Submariner (SS) Scheme began in Apr 03 with the aim of increasing recruitment to the SM Service, reducing training

wastage and providing early and appropriate SM training.

There have been some initial difficulties in getting SMQ(Dry) qualified ratings to sea owing to SM availability.

However, work is ongoing between RNSMS, FLEET and CND to smooth the flow of trainees to sea.

Fast Track Artificer - The purpose of the Fast Track Artificer (FTA) scheme is to provide appropriately tailored training for personnel already trained to HND level, thereby resulting in a reduced training pipeline and faster entry into the Fleet.

Recruitment numbers have not, thus far, been as high as was hoped, however, work is ongoing to recruit personnel for the Jan 04 course.

Artificer Candidates - The waiting time from Artcan final selection to being drafted to Artificer training has been reduced dramatically over recent years. The average lead time is now three years for all SM WB categories.

LWEA Sea Training Billets - The number of training billets for LWEA(SMs) has been significantly increased, thereby avoiding undue delays in their training pipeline.

Additionally, the length of this first sea draft has been reduced in order to expedite the entry of Artificers into the Fleet.

PERSONNEL POLICY

TOPMAST - Topmast has now been fully implemented for all Able Rates and Leading Hands will enter the Squad System in Apr 04.

As Topmast matures and the number of people in the Squads increases personnel are enjoying greater stability in their lives, with a much bigger say in their career and personal management.

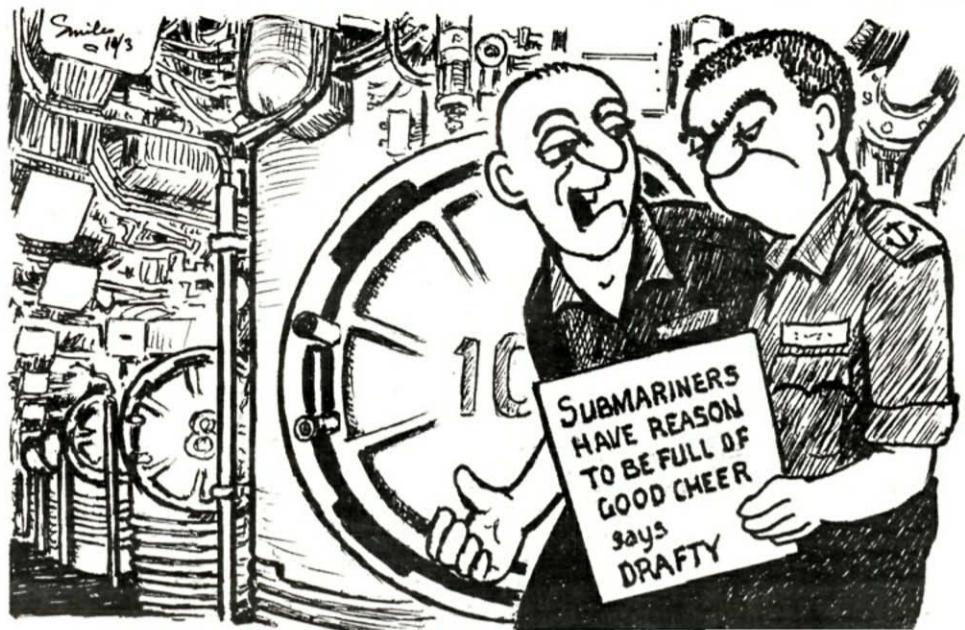
SM Manning and Retention Review - The remuneration based initiatives implemented as a result of the SMMRR have met with a good deal of success in most areas.

The Financial Retention Incentive has been particularly successful for CPOWEA(SMs) and the 'Submariner Golden Hello' and revised Submarine Specialist Pay scales should go a long way to improve recruitment and retention in the Submarine Service.

The implementation of a whole host of non-remunerative initiatives, which have already been well documented, should improve 'the lot' of our submariners and thus also improve retention.

Future MESM/WESM Branch Structure - There is much work in progress to determine the most effective future branch structures.

There are a number of options in the melting pot but development of the ideas is still in its early stages and there is much still to be done before any firm proposals are put forward.



'Coming bearing rich gifts, is he?'

WO2 Implementation - Work is ongoing with regard to the implementation of WO2s to meet the deadline of 1 Apr 04.

Much has already been achieved and the fundamental changes have been widely documented, the focus now is on looking at the future requirement for both WO1 and WO2 billets in both sea and shore Schemes of Complements.

An important facet of the WO2 implementation is the requirement to define a tiered employment structure for both WO2 and WO1 post implementation, thereby providing a progression of responsibility for all WOs.

MANNING

Shortages - A few categories in the SM service are experiencing severe shortages for which there is no 'quick fix'.

Capability Management Teams (CMT) have been formed to look at all issues regarding these categories with representation from FLEET, DNM, NMA and the FWOs.

The CMTs endeavour to establish the best means of managing the shortages such that personnel are used to their greatest effectiveness in order to maintain Operational Capability whilst preserving the Conditions of Service for the man.

In the longer term there is much work ongoing to identify potential solutions to these problems and to address, in particular, the non-remuneration issues with regard to service in SMs.

PROMOTION

Professional Qualification Exams - The PQE for LOM has

been removed, thus improving the 'pull through' from OM to LOM.

This, coupled with vacancies at Senior Rate level in most categories, means that promotion opportunities in the SM Service have never been better; therefore those personnel of the right calibre with the ability, drive and determination to get ahead can expect a much faster rise through the ranks than was previously possible.

SUMMARY

This is just some of the work which is currently in progress to improve the manning situation in the SM Service and the Conditions of Service of those who serve within it.

Keep an eye on DCIs, RNTMs, Signals and dedicated 'glossies' for more detail and updates.



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Medics debate Op Telic

MORE than 200 senior military medical officers met in Birmingham in October to assess the health care support given to Britain's Armed Forces during the recent conflict in Iraq.

The conference was led by the most senior military clinician the Surgeon General, Surgeon Vice Admiral Ian Jenkins, who said: "The purpose of the conference was twofold.

"Firstly to give me the opportunity to personally thank all medical staff for their unstinting professionalism and dedication during the conflict.

"It is also important for all military medical officers both regulars and reservists to share good practice, clinical and operational experiences."

Among the 19 presentations that were given were planning for medical support, aeromedical evacuation, maritime medical support, accident and emergency treatment and field hospital support.

● Private Say Moran, Navy Nurse Lindsay Bruins and Wing Commander Craig Staniforth with the Surgeon General, Surgeon Vice Admiral Ian Jenkins, at the Birmingham Forum for Defence Medics

First Suez medals to be issued

THE FIRST medals honouring service in the Suez Canal zone in the early 1950s were being issued in time for Remembrance Sunday.

The Queen has given her consent to a clasp recognising sailors, soldiers and airmen who served as peacekeepers in the troubled canal zone half a century ago.

The MOD believes up to 200,000 former servicemen and their families could be entitled to the new award which was announced by Prime Minister Tony Blair earlier this year.

Whitehall officials seemingly forgot to consider – or issue – a medal for service in the Suez between 1951 and 1954 when rebels threatened the stability of the canal zone and Egypt.

Since Mr Blair's announcement, 10,000 people have applied for the clasps.

Veterans minister Ivor Caplin said he hoped all those initial applicants would receive their clasps by early in the New Year.

The first of the new medals were handed out in late October and extra steps have been taken by medal offices to ensure that the clasps will be distributed as swiftly as possible.

"This is about fairness and justice – that is essential," said Mr Caplin.

"There is no evidence of any decisions made or considered by the Honours and Decorations Committee in the 1950s. That is why Suez is a special case.

"We are expecting a significant rush of applications. A lot of people have waited and now is the chance to get their medals."

The criteria for the medal is 30 days' continuous service in the canal zone region between October 1951 and July 1954.

Applicants should write to the following offices, providing service number, date of birth and details of time in the canal zone:

Royal Navy: RN Medal Office, Room 1068, Centurion Building, Grange Road, Gosport, PO13 9XA.

Royal Marines: RM Medal Office, Room 038, Centurion Building, Grange Road, Gosport, PO13 9XA.

RFA: RFA Medal Office, SO3 RFA CS1A, Room F11, Lancelot Building, PP29, HM Naval Base, Portsmouth, PO1 3NH.

VT cutting begins for Type 45

THE END of October will see the start of steel-cutting work by the VT Group at Portsmouth Naval Base for the first of the new class of Type 45 destroyers.

Portsmouth Naval Base Commander Cdr Amjad Hussain will set the plasma cutter in action for the manufacture of the first block of HMS Daring.

The completed block for the modular-construction destroyer is expected to leave the Portsmouth facility in early 2005.

Under the sea tempts teams

NAVAL diving experts have been tackling unexploded ordnance in the waters of the Gulf and Mediterranean, while Naval airmen notched up their first experiences of life beneath the waves of the Baltic.

The Deep Water Warfare Diving Unit 3 from the Fleet Diving Group based at Portsmouth arrived in Cyprus for the last occasion in a twenty-year run of annual ordnance clearance duties in the seas off Cape Akamas.

Lt Cdr John Herriman, commanding officer of the unit, explained why this year would be the last: "The waters are pretty clear now, but we will never be able to find absolutely everything.

"Some shells could be buried deep in sand or mud but we believe over 80 per cent of the ordnance has now been removed, so our job is considered complete."

The area of sea off the Akamas peninsula was used by the British military for many years as a firing range, and the clean-up programme is part of the UK's commitment to return the land and surrounding sea to Cypriot use.

Lt Cdr Herriman added:
"So far we have found 370 items of ordnance including eight enormous 16-inch battleship shells – seven of the shells were inert but one was still live!"

Explosives were not the only risk for this Naval underwater team who kept a wary eye out for sharks who had been attracted to the locality by the rich tuna shoals.

"As we prefer not to be food ourselves, the divers would leave the waters with alacrity should a big shark be sighted," said Lt Cdr Herriman. "A more usual hazard are the sea-anemones and urchins that lie amongst the rocks and in the shallows around here."

Earlier in the year the unit was involved in vital work during Operation Telic clearing underwater ordnance from the waterways around Umm Qasr.

Lt Cdr Herriman said: "At Umm Qasr it turned out the waterways were not as saturated as we first feared, although we did find six mines down the channel. It took ten days to clear them and there were plenty more stockpiled on land."

The Royal Navy diving team were working closely with the US Navy's dolphin team from San Diego, California. At any one time this unit had two animals in the water using the dolphins' unique sonar abilities to detect and locate mines.

■ MEANWHILE fliers from 815 Naval Air Squadron ditched their

● Divers from Deep Water Warfare Diving Unit 3, part of the Fleet Diving Group based at Portsmouth, take to the waters off Cyprus



Lynxes for scuba gear as they tried out diving with the Army for the first time in German waters.

The team of seven from Argyll (203) Flight left Yeovilton behind and headed east to take a dip in the Baltic. The flight was offered surfing in Cornwall or diving abroad for this summer's adventurous training expedition.

Not surprisingly the Flight – Lt Phil Saltonstall, CPOs Rob Bullock and Duncan Lane, PO Geoff Tomkinson, LAEM Kev Gosden and AEMs Steve Dann and Leon Whitehead – opted for foreign climes and ended up at the British Army's Kiel Training Centre on Germany's Baltic coast.

The team spent two days getting to grips with the basics of diving before being let loose in Kiel harbour. "We were the first batch of RN personnel to attend a course at the training centre and so we were a novelty – especially our Navy sideburns which were much admired by the jealous Pongos," said CPO Bullock.

"Kiel harbour wasn't quite like the posters advertising diving. Two of the guys were viciously attacked by a gang of rogue jellyfish which chased them and set about their faces with an evil tentacle attack."

Surviving their brush with 'death' the Lynx men returned to the water to inspect a wreck sunk in 1941, 21 metres beneath the waves – after overcoming the RIB ride to reach the spot which left the fliers feeling a little green.

CPO Bullock added: "Overall the course was excellently run and transformed a group of experienced aviators into novice frogmen."

He is believed to be the last Briton to be laid to rest in the region during the 1850s conflict. A century and a half on from his death, LS Quinnell's grave is still regularly tended by a local man also called George.

The sailor's grave formed the centrepiece of commemorations by Britain's ambassador to Finland, Matthew Kirk, and senior Finnish military commanders, who laid a wreath to mark the deaths of all those who lost their lives on Finnish soil in the Crimean War.

Enquiries should be made to Colin Crawford on 9380 20092.

The main registration 'window' closes on March 31, 2004, and for personnel who joined the Service before October 1995 there will be no second chance.

Queen honours victims of Iraqi conflict

THE QUEEN and Prime Minister Tony Blair led mourners at a memorial service to honour victims of the war in Iraq at St Paul's Cathedral.

In a solemn and low-key service with the emphasis on remembering the sacrifices made rather than a celebration of victory, the nation's political, military and religious leaders paid their respects.

A congregation of more than 1,000 people – including 900 servicemen and women who took part in the campaign, as well as 250 relatives of those who lost their lives – filled the 17th Century cathedral for the 60-minute service.

The Duke of Edinburgh and Air Chief Marshal Sir Brian Burridge, overall commander of Operation Telic, were among those reading the lessons.

The struggle to rid Iraq of the Saddam regime cost the lives of 50 servicemen, including seven Royal Marines and seven Royal Navy personnel.

Archbishop of Canterbury Dr Rowan Williams praised the steadfastness of those in the front lines, and the support their loved ones showed back home.

"Those of you who watched and waited here will have known something of the conflicting emotions – fierce loyalty to those putting their lives on the line, pride in their personal commitment, courage and skill, anger at those who seem to

Casualties of Crimea recalled in Finland

MILITARY and civic leaders have paid their respects to probably the last British victim of the Crimean War to be buried on Finnish soil.

LS George Quinnell was shot and killed during the forgotten campaign against Russia in the Baltic aboard HMS Amphion and buried on a nearby island.

The 33-year-old leading hand was probably helmsman in the frigate, which was part of a fleet sent to the Gulf of Finland to pummel Russian defences.

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Registration deadline looms

SECOND Sea Lord Vice Admiral James Burnell-Nugent has led the way with a new education initiative by signing on for it himself.

The Admiral put his name to the Enhanced Learning Credit scheme (ELC), a two-tier system which provides financial support for learning.

After four years of qualifying time Service personnel will be eligible for up to £3,000, and after eight years qualifying time it rises to £6,000. Claims at the lower tier will begin from next April.

The entitlement period covers up to ten years after personnel leave the Service.

Admiral Burnell-Nugent said he sees the scheme as becoming one of the key elements in the lifelong learning culture he is keen to see embedded in the Navy.

Basic details of the ELC were introduced in DCI JS61/03, and a further DCI will provide full details, including course admissibility and claim procedure.

Registration forms went out to units and shore establishments in April, and are available at EROs and Learning Centres.

Enquiries should be made to Colin Crawford on 9380 20092.

The main registration 'window' closes on March 31, 2004, and for personnel who joined the Service before October 1995 there will be no second chance.

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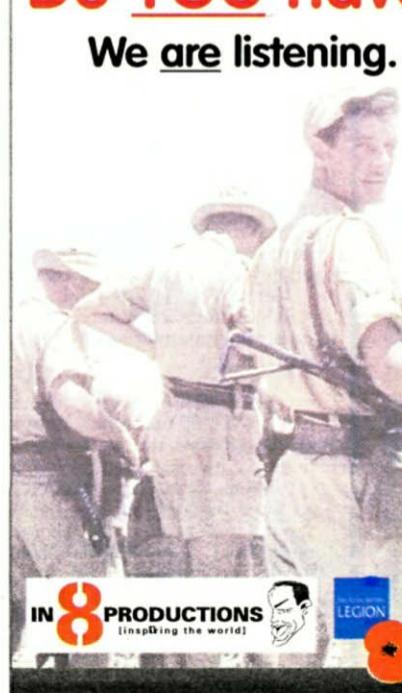
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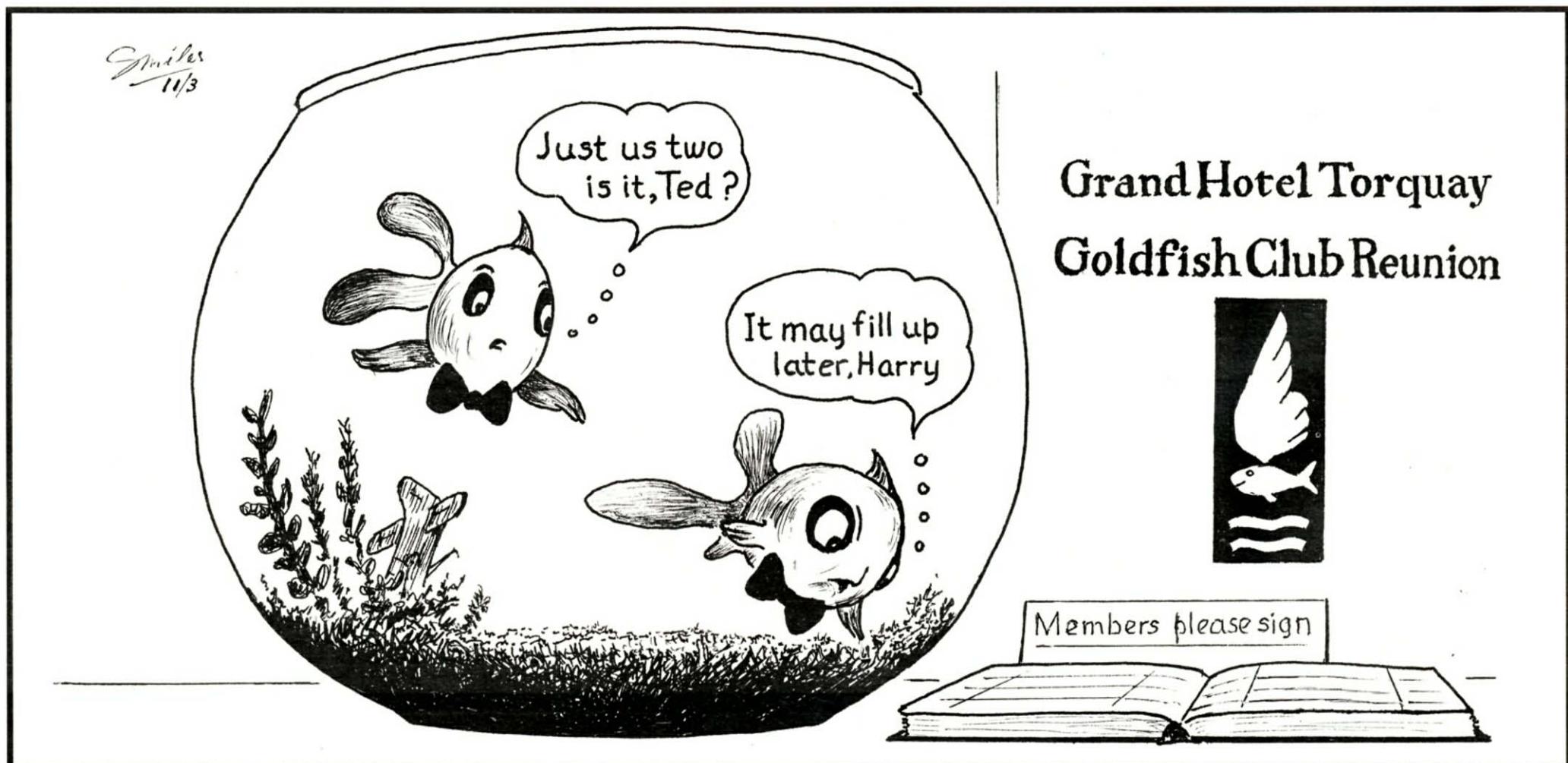
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Grand Hotel Torquay Goldfish Club Reunion



NEWSVIEW

Too many other fish to fry?

Overheard in the heads at the Grand Hotel, Torquay, venue of the 61st anniversary dinner of the Goldfish Club: "We're all of a certain age in there. The band started up with *Help Me Make It Through The Night* – did they plan that, do you think?"

Well, maybe. Clubs like the Goldfish need all the help they can get these days – and not just because of the advancing years of some of their members.

The Goldfish, you see, swim in a particularly exclusive bowl – and are much more rare now than they once were.

To gain admission you have to be qualified aircrew who have ditched in the drink (no civvy passengers accepted: "We've even had people who tried to join after jumping off a broken-down hovercraft").

And the fact that this doesn't happen so often any more says as much for the vastly superior technology embodied in modern military aircraft as it does for the comparative lack of enemy involvement.

Even so, the club is still gaining new members – 42 in the past year alone, although most are older guys who have only lately woken up to its existence, including one at age 94.

(One of the younger generation present on the night was Lt Neil Parrock of 814 Naval Air Squadron – "Sea King in the Wash, '98" – who caught the spirit of the occasion by generously supplying the port).

Unfortunately, not many of them showed up, not even from the 60 or so who reside in the West Country for whom distance was presumably not so much of a problem.

So when Secretary Ted Crispin gave the toast to 'Absent Friends' there was a certain irony in the suggestion that he wasn't just referring to past shipmates who failed to return to the surface, while his wife Carole said simply: "Thank you for surviving – and for surviving this long."

Guests outnumbered the members. All enjoyed a splendid evening, though, highlight of which was a scintillating set of anecdotes from Admiral of the Fleet Sir Henry Leach, who recalled that after surviving his own near brush with death in a Wessex V, his hand shook so much that, "drenched in sweat" on meeting up with the Brigadier Commanding Cyprus he slopped his restorative glass (of fresh lime – they might have put a spot of gin in it) "so that a dark stain spread over his green baize table".

It needs the true dedication of members if clubs like the Goldfish are to survive. If they don't, they may have no one but themselves to blame.

■ The Goldfish Club was founded in November 1942 by Mr C. A. Robertson, then Chief Draughtsman of P. B. Cow & Co Ltd, the leading manufacturers of air sea rescue equipment.

He had the idea after talking with many ditched aircrew survivors who visited his offices to discuss their experiences with the equipment they had used – 'Mae West' lifejackets, rubber dinghies etc.

The badge, a white winged goldfish flying above two blue waves, was generally worn by Naval air crews upon their Mae Wests and by RAF crews under the flap of the lefthand battle-dress pocket as, due to Service regulations, it could not be shown on uniform.



British public 'slowly getting the message'

Operation Telic might have put the Royal Navy in the public mind for a while – but keeping it there is much more of a problem, says the Navy's top PR man.

"Having been in this job for just short of a year, my view is that we are not bad at public relations," Commodore Tony Rix told *Navy News*. "Our PR staff – the ships, establishments and units as well as in the Headquarters – work tirelessly to make the most of every opportunity, invariably to very good effect.

"Part of the trouble is that most of the time our ships disappear over the horizon and come back a few weeks or months later – and no-one knows what's gone on in between.

"Operation Telic did a lot, of course – the image of all the Services benefitted because we were on television the whole time. But we don't know where or when the next operation is going to be and we have to work to sustain that image in between operations.

"That's where the traditional outlets for telling people what we're doing – like *Navy News* – are so important. But we have to look at others as well – we don't do as much on radio as I think we should, for instance."

The underlying difficulty was the fact that there were rapidly becoming fewer and fewer people among the public at large with experience of the Armed Services – six million now, but only half that number 10 or 15 years from now.

"So PR is an ongoing issue which requires continual effort and I am very grateful to everyone who supports this."

"I have also focused to some extent on Media Operations – this is not a totally different activity to public relations, the two are closely linked."

"In Operation Telic we needed to have the right people on the ground and at sea with the right equipment – our Mobile News Teams and spokesmen did a really good job. We must ensure that we learn from this experience and are ready for the next operation so that we can continue to support the

MOD and PJHQ.

"The use of 'embedded journalists' worked well in Operation Telic too, although it gave the ships and RM units an additional matter to consider. Perhaps we could do better next time by deploying more Media Relations Specialists to help manage the journalists. I must add that our MRS people are superb – a great source of expertise and I would love to have more of them.

"But it's not just the external market we are looking at – we also have to consider our own people, to make sure they all understand the broader picture of what we are about.

"For example, we are producing a small booklet to help explain to everyone in the RN the full extent of our involvement in Operation Telic – and for the longer term, the Naval Staff are updating a series of publications on the Future Navy which will explain where we are going.

"As far as the broad aspects of Internal Communications are concerned, we need to ask ourselves if we are putting across the right messages in the right format. One size does not fit all – different people want different messages in different formats.

"Obviously the ideal solution would be a single channel of communication to reach everyone, but that does not exist at the moment.

"*Navy News* reaches more than most – and is therefore an important part of our internal communication plan. For example, I am sure that there are many people who will invest in *Navy News* before moving abroad, in order to stay in touch. But we must make sure that there are other means of getting messages to them."

Meanwhile, Commodore Rix was sure that the Senior Service's role and image were set to receive a major boost with the Navy-based TV drama series *Making Waves*, to be launched by Carlton TV in January or February.

"I've seen the first episode and it's very good and exciting. The fact of the matter is that most people get their information from TV and I think that this show will appeal to a very wide audience."

"I look forward to seeing the audience figures – I am sure that it will prove to be a significant tool in improving our image and profile."



● PROFILE CONSCIOUS: 'We knocked the door down – and people must be reminded of that' – Cdre Tony Rix, Director Corporate Communications (Navy)



● MOBILE NEWS TEAM: PO(PHOT)s Graham Meggitt and Tony Leather at Bagram Airbase, Afghanistan, deployed into Operation Jacana with the Royal Marines Combat Camera Team



● An illustration from Kate Adie's book 'Corsets to Camouflage' of WRNS embarking for sea, taken circa 1918
Picture: Imperial War Museum/Hodder & Stoughton Publishers

Re-writing history of women at war

'WOMEN and War' is the subject of a major new exhibition that has opened at the Imperial War Museum (IWM) in London.

The exhibition, that runs until April next year, promises to chronicle the little-known history of women's involvement in conflict with particular focus on the period from World War I to the present day.

Despite the impression that women have only recently become significant players in world conflicts, the display highlights how women's participation on the field of battle stretches back to antiquity.

In the last century both World Wars brought women to the forefront, working in hospitals, factories, on the land and in the Armed Forces, and their contribution is brought up to date with more recent examples from Korea to Iraq.

The extensive display features uniforms, paintings, posters and photographs not only from the IWM's comprehensive collection but from major museums around the world.

Visitors to the exhibition will be able to see World War I artefacts including part of Mata Hari's stage costume, a wreath from nurse Edith Cavell's coffin and the pistol carried by Sergeant Major Flora Sandes of the Serbian Army.

From the World War II era, mementoes are on display of the Russian female fighter pilots known as the 'Night Vixens',



● Kate Adie talks with PO Audrey Stevenson of 847 Naval Air Squadron and Lt Annabel Holmes of HMS Ocean at the launch of the 'Women and War' exhibition at the Imperial War Museum

Marlene Dietrich's USO uniform and wartime photographer Lee Miller's jeep coat and camera.

Closer to home the women who served in the Special Operations Executive for the British military are recalled, featuring the George Cross awarded to Violetta Szabo who was twice arrested by the Gestapo in France while serving with the Maquis but escaped each time before her luck ran out after capture on her third mission and eventual execution.

BBC News correspondent and respected war reporter Kate Adie was on hand for the 'Women and War' opening in mid-October with her new book 'Corsets to Camouflage' produced to coincide with the exhibition.

The book takes a close look at the role of women in the Armed

Services and how the image of a woman in uniform remains a potent symbol of a woman in a man's world.

Military history, social attitudes and practical problems are brought together to create a vivid picture of feminine participation in an ostensibly masculine realm.

Earlier in October Kate Adie had made an appearance at the Royal Navy Submarine Museum in Gosport with a talk to an invited audience on the theme of women and war.

■ 'Women and War' runs at the Imperial War Museum in London until April 18, 2004. Admission is free. Telephone: 020 7416 5320 or visit: www.iwm.org.uk.

Kate Adie's 'Corsets to Camouflage' is published by Hodder & Stoughton.

Colour (Circle)	Size (Circle)	QTY	Unit Price	Total
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EVERY Royal Navy officer will have vivid memories of that first time at sea. It may have been during time in the Dartmouth Training Squadron, or more recently under the banner of Initial Sea Training. One thing certainly hasn't changed – the personal challenge that each officer confronts and the quality of the training, recognised by other navies all over the world.

IST is a CINCFLEET organisation led by Capt Bruce Williams, also Commanding Officer of HMS Campbeltown. His staff of one lieutenant commander, seven lieutenants, four CPOs and a Writer manage a complex arrangement of training and administration to provide the best possible opportunities for each division of Officer Cadets at Britannia Royal Naval College Dartmouth.

They believe in spreading the load. Almost every Fleet unit has been involved in the past year – especially HMS Invincible, which came to the rescue to provide an excellent training platform for IST when other units were unavailable due to operations in the Gulf under Operation Telic.

After an all-too-brief seven weeks of New Entry known as Phase 1 training at Dartmouth, where they learn the fundamentals of military standards, leadership and personal discipline, the OCs move on to Phases 2 and 3 with the IST team.

This is centred on further General Training, completion of the Basic Sea Survival Course and preparations for sea.

During Phase 3 the OCs are placed in a variety of Fleet units worldwide where they live and work alongside Junior Rates so they can experience life with the very people they aspire to lead.

Cdre Tony Johnstone-Burt, Commodore BRNC, is in no doubt as to the value of IST: "The confidence that the OCs gain from the experience of being at sea in Fleet units is absolutely essential to their development and there is no better vehicle for this."

The key to Phase 3 is six weeks at sea to learn about the ship and its role. Having passed a safety and induction week, the OCs embark on a series of Departmental Acquaints to gather information and experience.

Working alongside people of each department is an excellent way for them to understand the duties and responsibilities they have and the contribution they make to the ship's fighting capability.

All this training culminates in a rigorous examination of their knowledge before disembarkation and return to BRNC for the final phases of their basic training.

During a recent visit to HMS Campbeltown, where he met an embarkation of OCs, Rear Admiral Tim McClement, Chief of Staff (Warfare) to CINCFLEET, said: "It is extremely important that our OCs gain the necessary exposure and experience of life at sea and I am delighted to see that our Fleet units are providing such high quality training."

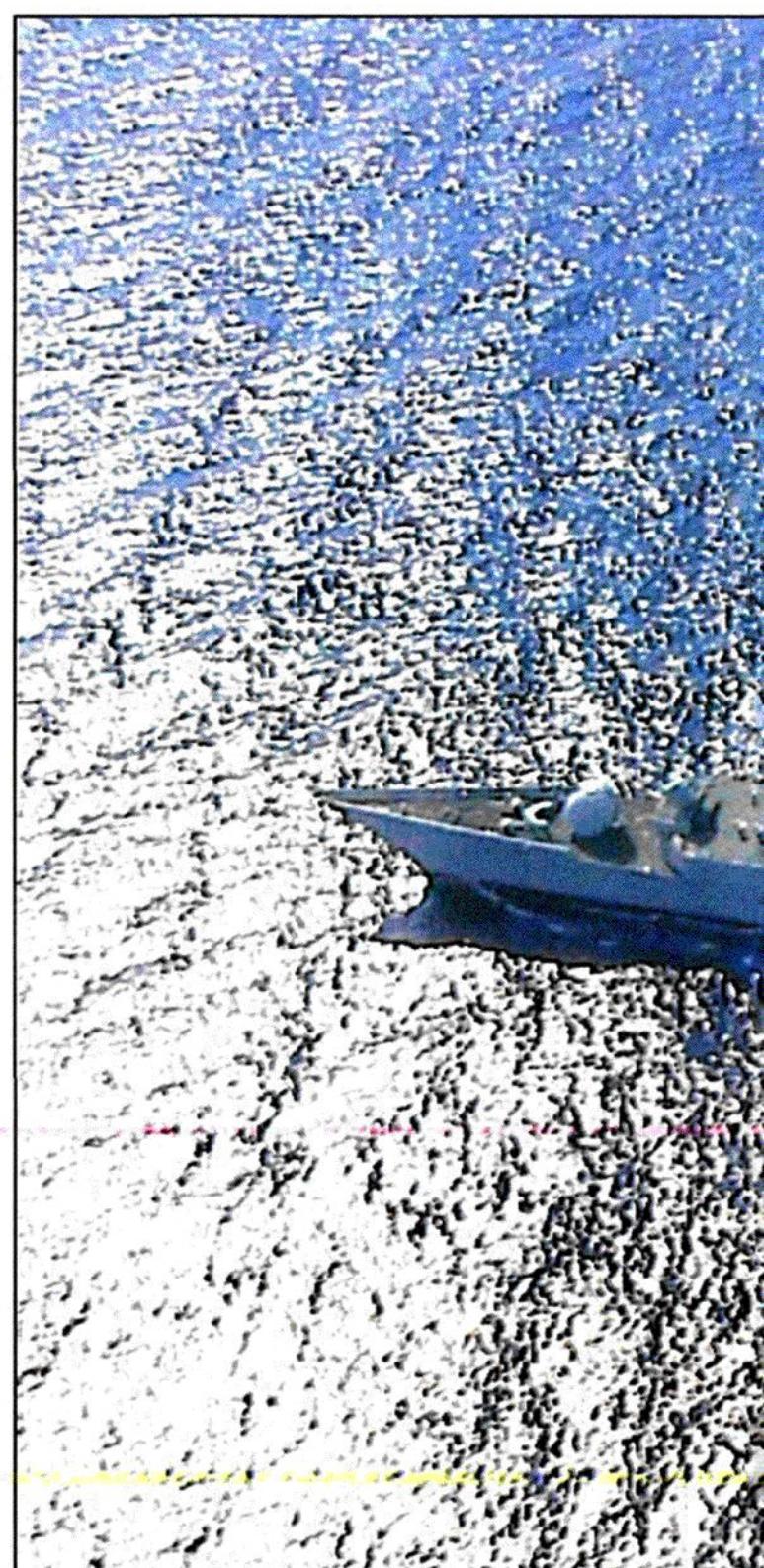
OC training is now very much a role for every ship with current units including HMS Manchester in the West Indies, HMS Cumberland on NATO training and HMS Campbeltown with Standing Naval Force Atlantic.

Other units with IST embarked include HMS Ocean, working up in UK waters, and HMS Gloucester, conducting training with French units in the Toulon exercise areas.

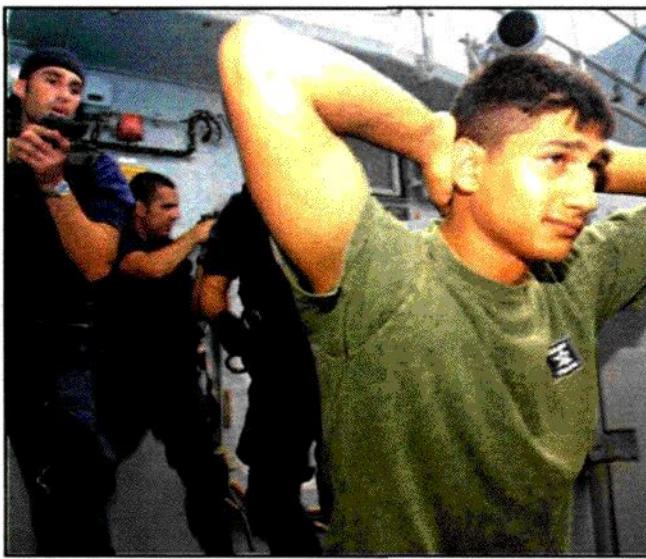
SPREADING THE LOAD



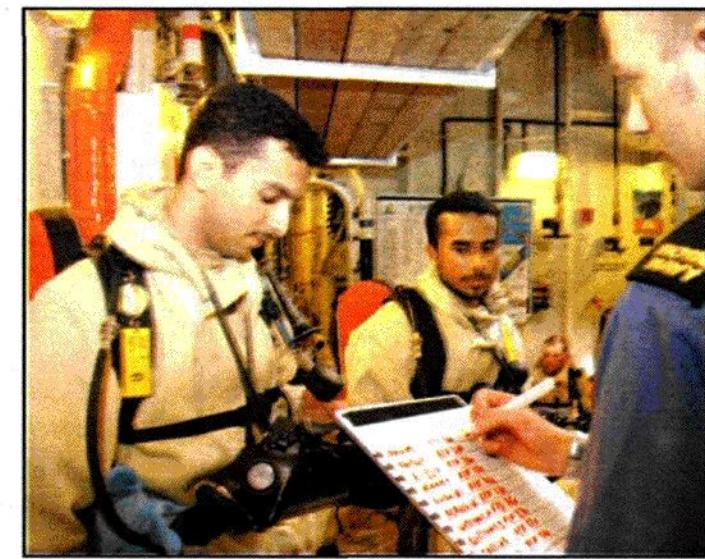
● HMS Manchester brings her Dreadnought Division Officer Cadets to the Caribbean island of Montserrat



● JUNO Division of IST Officer Cadets make their mark on the flight deck of the aircraft carrier JUNO in the Mediterranean. Inset: Cdre Tony Johnstone-Burt and Capt Bruce Williams



● Drug bust: OC Mustafa, disguised as a smuggler, on the receiving end of anti-drugs enforcement training



● Officer Cadets Al-Busadi (Oman) and Al-Rashidi (Kuwait) prepare to form part of a fire fighting team



● Officer Cadets assist in replenishment operations

DAD FOR SEA TRAINING



On deck of HMS Campbeltown on deployment in the
Williams confirm their commitment to Initial Sea Training

● Right: Officer Cadet Cox helps prepare
the dummy for a man overboard exercise



from Hermes Division in HMS Cumberland
ment during Exercise Northern Lights

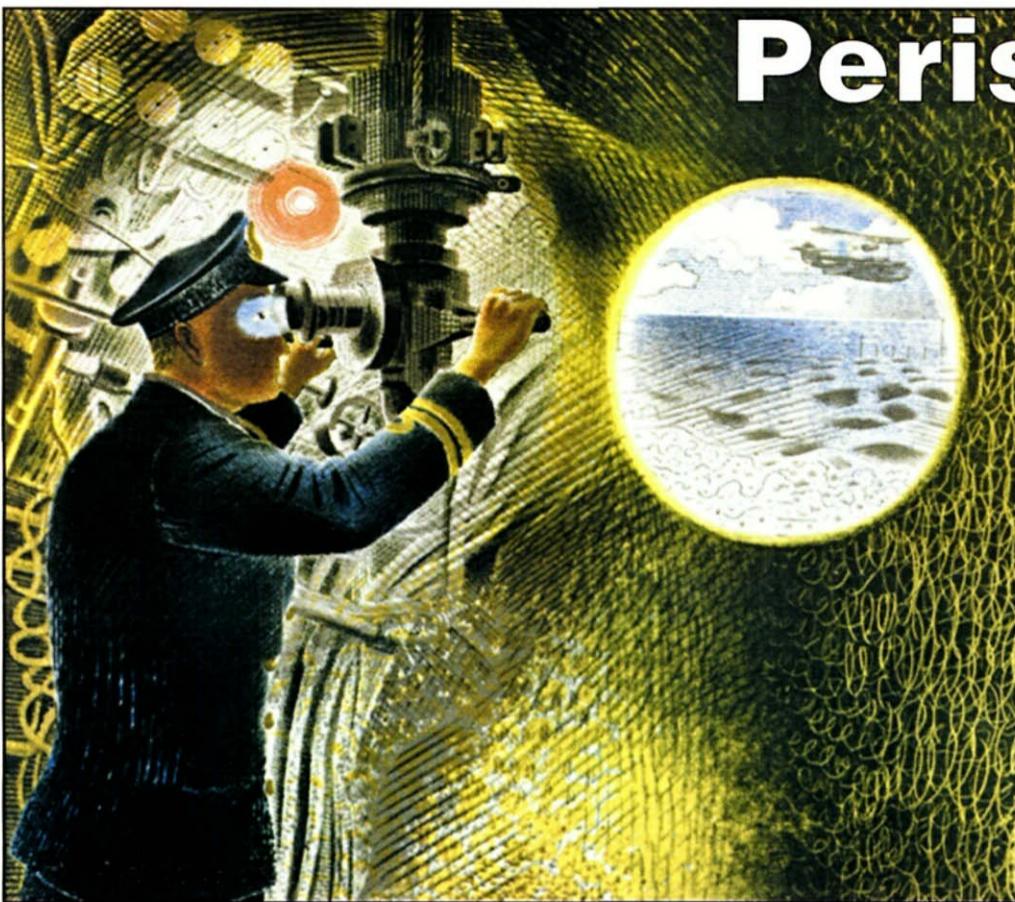


● OCs Cox and Al-Hosni (Oman) put their nuclear, biological
and chemical defence training into practice





At Your Leisure



Periscope view

Imagined Realities is the title of a centenary exhibition of the outstanding war artist Eric Ravilious (1903-42) at the Imperial War Museum until January 25, 2004.

Ravilious was killed in September 1942 when he failed to return from an air-sea rescue mission off the coast of Iceland and this is the largest-ever display of his work.

Included are over 100 of his water-colours, mural designs, woodcuts, book illustrations, ceramics, furniture and glassware, some rarely seen in public.

His work as an official war artist has "a powerful if understated feeling of the accidental beauty of military equipment and the emotional tension that it can produce".

Shown here is *Commander Looking Through the Periscope* (1940).

AFTERMATH OF WAR: High Street, Old Portsmouth, taken from a high viewpoint, clearly shows the bomb site on the right where once stood the old coaching inn, the George Hotel, famous for being the last place Nelson stayed before he left for Trafalgar. Inset: The hotel garage before the war, the plaque on the wall telling of Nelson's last visit. The room in which he stayed had been preserved.

From *Portsmouth - A Shattered City* by Anthony Triggs (Halsgrove £8.95)



SCHOONER TRACED BACK TO ENGLAND, 1697

OFTEN celebrated as one of the most handsome, fast and versatile rigs to grace sailing vessels, the origins of the term 'schooner' have remained uncertain.

The majority of studies have placed the main emphasis on the rig as it was applied to merchant vessels since around 1850 – but Karl Heinz Marquardt puts forward a new explanation, based on primary source material, of the origins of the

schooner, tracing the term and its practical application back to England in 1697.

In *The Global Schooner* (Conway Maritime Press £35) he goes on to trace the evolution of the rig through Europe and the United States in the course of the 18th and 19th centuries, providing a complete reference work with 143 large-scale drawings – a 'schooner bible' for historians and modellers alike.

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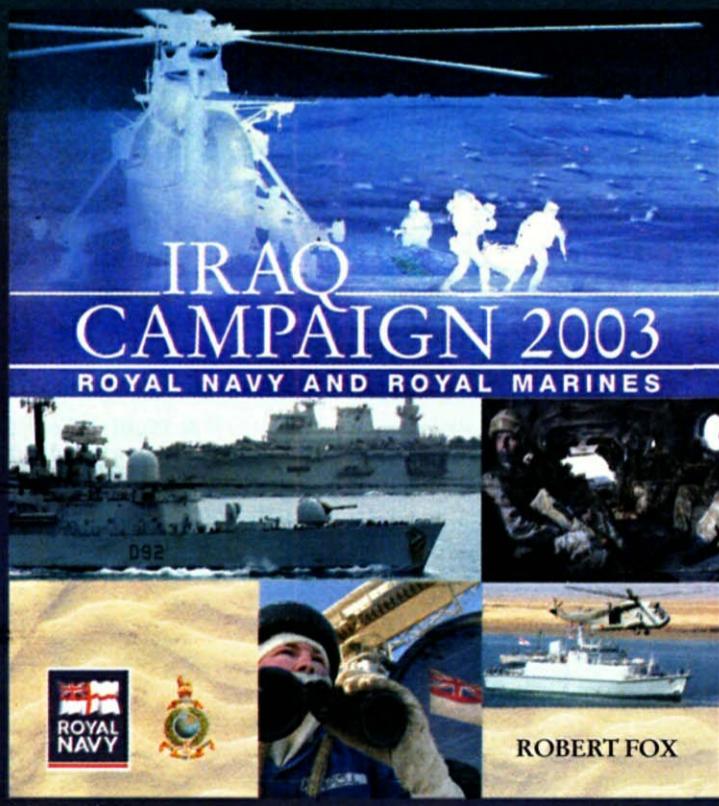
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At Your Leisure

Vickers Gun survived over 70 years

A ROYAL Marine mans a .303 Vickers machine gun sometime in the mid-1950s.

First introduced in 1911, the Vickers Gun was not officially withdrawn until 1968, having played its part in several Persian Gulf actions during the 1960s. A few remained in RM Commando units, but by 1970 the lighter and handier L7A2 general-purpose machine gun was well established.

It did linger on elsewhere, however, the last known user being the Pakistan Army, at least until the 1980s.

The Vickers Gun was sold to many nations outside the old British Empire – one of its most prolific proponents was Japan, where some licensed production took place.

The only ones left now are in museums or collections. Says Terry Gander, author of *Machine Guns* (Crowood Press £19.95): "Perhaps the best memorial to them is that the Vickers Gun became widely regarded with what can only be termed affection by its many employers. It was reliable, sturdy and gave good service throughout its long military career."

Model: Vickers Gun

Calibre: 0.303in (7.7mm)

Length: 45.5in (1,156mm)

Weight: 88.5lb (40kg)

Muzzle velocity: 2,440ft/sec (744m/s)

Rate of fire: 450-500rds/min

Feed: 250-round belt



Argonaut in long fight back

THE CRUISER HMS Argonaut is shown below, photographed in October 1942, when she carried out a special trip to North Russia, taking aid for British sick and wounded there and returning with survivors from earlier convoys.

She then sailed south for the North African landings.

Whilst returning from a sweep as part of a striking force based on Bone, she was torpedoed at 25 knots by the Italian submarine Mocenigo, losing her bow and stern.

She was still able to proceed slowly and help fight off air attacks – and after temporary repairs crossed the Atlantic to Philadelphia, steering by main engines.

It was 18 months before she was fit for duty again – but then she saw action in the invasion of Normandy, in the South of France and Aegean and afterwards in the Far East off Sumatra and Okinawa.

– From *RN Cruisers in Focus* by Ben Warlow (Maritime Books £14.99)

Atlantic battle never as bad as all that?

SIXTY years on from the crisis in the Battle of the Atlantic, a leading naval historian argues that it was never quite as serious as it was made out to be.

Bernard Ireland has taken a fresh look at all aspects of a campaign that held the key to victory or defeat (the U-boat menace, Churchill later wrote, had been the only thing that really frightened him).

He examines not just the struggle for the convoy routes but also the technological battle and, most fascinatingly, the crucial background tensions between allies, politicians and senior commanders.

Drawing on a wealth of source material and knowledge of the extent to which ULTRA intelligence influenced the conduct of the campaign, the author comes up with some radical conclusions.

Using no more statistical data than necessary, he puts forward convincing arguments that the situation was never as parlous, nor the struggle so evenly balanced, as was perceived at the time and has consistently been described since.

Rather, 'doomsday' pronouncements were very possibly predicated by political expediency and an air of general pessimism.

In fact, the dice was increasingly loaded against the U-boat due to dramatic improvements in anti-

submarine technology, the awesome industrial capacity of the United States, and the brilliant coups of the code-breakers.

It might have been very different if Karl Donitz, the U-boat commander, had managed to field as many units as he had wanted at the beginning of the war (300, he had only 56 in commission).

Instead, the 'Happy Times' long gone, by the end of the war a U-boat attack on a defended convoy verged on suicide.

A skipper setting out on a war patrol had a near 40 per cent chance of being destroyed but only one in eight chance of receiving damage sufficient to justify the sortie being aborted. Worse, he had only one in ten chance of sinking even a single ship.

Donitz, his objectives now far beyond reach, still had to keep his crews battle-trained pending the entry into service of his new super-boats (as featured on this page last month).

The result was that one in three U-boats was sunk on its very first patrol. There were rarely any survivors. In fact, of the 648 boats listed as destroyed on operational patrols, 429 yielded no survivors.

Of about 40,000 men in the German submarine service, 28,000 died in action. This was only a little short of the 30,000 British seamen they killed.

Long after their cause became totally hopeless, German submariners retained their dedication

and morale, for which much credit must go to Donitz himself. The pity was that such qualities were devoted to so vile a regime.

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NoticeBoard

Deaths

MEM 2 Guy Benton, HMS Raleigh, September 25.
ADM 1 John Ashley Hutchinson, 801 NAS, October 5.

Admiral Sir Michael Livesey, Second Sea Lord 1991-1993, first commanding officer of carrier HMS Invincible, chairman of Northern Lighthouse Board and president of Scottish charities. Commissioned 1956, qualified as specialist air direction officer, served in Hermes and Aisne. CO Hubberston 1966-68 and Plymouth. Captain, Fishery Protection and Mine Countermeasures 1975-77 and CO Invincible 1979-82. Advised government on rules of engagement during Falklands conflict. Later FOSt at Portland, Flag Officer Scotland and NI and finally Second Sea Lord. Post-naval career included non-executive director of Scottish Nuclear and presidency of the Earl Haig Fund, Royal British Legion Scotland and the Officers' Association. Aged 67. October 6.

Lt Cdr Leonard Hill, OBE, DSC, RD, CO Antarctic exploration vessel Royal Research Ship Discovery II 1935-1939. Rescued two American explorers whose aircraft crashed flying across continent and were stranded in Bay of Whales. Discovery II braved pack ice on 400-mile rescue mission to save both Americans. CO Mansfield 1943 on Atlantic convoys SC122 and HX229. CO Cooke 1944, sank U-boat April 1944. Marine surveyor, Liverpool docks and bay 1946-70, harbourmaster 1970-72. Aged 94. September 2.

Anthony 'Tony' Blackmore, RM, Bristol. Served 1947-54. Ships included Belfast (Korea 1952-54). Aged 73. September 1.

Harry Neville, AB. Served in Venerable 1944-47. Venerable Association. Aged 78. September 24.

John Porter. Ships included Pincher. Algerines Association. July 31.

Sidney Holborn. Ships included Pincher. Algerines Association. August 3.

John Richardson. Ships included Spanker. Algerines Association. August 16.

Robert Gardiner. Ships included Clinton. Algerines Association. August 28.

Robin Anderson. Ships included Waterwitch. Algerines Association. September 8.

Larry Chandler. PO. Ships included Faulkner. 1939-46. Faulkner Association. Aged 87. September 28.

Fred 'Bugs' Butler. Served in Malta, WW2. Aged 84. September 7.

Percy Freegard, CPO(ME), Served 1949-71. Ships included Daring, Illustrious, Mounts Bay, HMY Britannia, Hermes, Albion, Phoenix, Devonport field gun crew 1952, 1956. Daring Association. Aged 72. September 23.

T P Thomas, Ealing. Ships included: LSE(LC) 51, LST 251, LST 361. May 28.

L Roberts, Liverpool. Ships included: LST 366. June 29.

K Bartlett, Looe. Ships included: LST 1,

HMS Tartar. June 11.
R Skilton, DSC, Teignmouth. Ships included: 550 LCA Flotilla, HMS Edinburgh. F Garry, Ipswich. Ships included: LCA, LCM, LCT 640.

J Sewell, Northampton. Ships included: Shrapnel, Victory. May 20.

D Pickering, Bedford. Ships included: LCI(L) 375. June 10.

L Sheppard, Bolton. Ships included: LS(L) Ascanius. June 6.

G W Breams, Mexborough. Ships included: LST 3037, HMS Kenilworth, Rodney.

Mrs B K Ellis, Bawdsey. Ships included: Tormentor, Victory. June 2.

C J Rutter, Reading. Ships included: LCT 430, LCT 960, HMS Queen Empress. August 10.

J Oakley, Walsall. Ships included: LSI(L) Rocksand, LST 3508, Searcher. July 16.

H H Ellis, Litchfield. Ships included: LCT 1043. August 13.

John Spencer, RM, HMS Loch Fada Association.

Peter Barr, CPO(MEM). Submariners Association, Bromley branch. Submarines 1957-75. Boats included: Tally-Ho, Trespasser, Aurochs, Sea Devil, Osiris, Andrew Warspite. Aged 72.

Francis Ellis, LS. Submariners Association, Vectis branch. Submarines 1946-53. Boats included: Statesman, Teredo, Tanith, Astute, Alderney, Tactician, Explorer, Trump, Spiteful, Trenchant. Aged 79.

K 'Dad' Harris, L/Tel. Submariners Association, Northants branch. Submarines 1944-52. Boats included: Artemis, Tudor, Challenger, Bramble, Cleopatra, Heron and Neptune.

Lt Cdr R G P Bulkeley, DSC. Served: Resolution, Otus, Statesman, Anchorage, Alaric, Dolphin and Osprey.

Bill Lynes, LEM. Submariners Association, Hull branch. Submarines 1955-62. Boats included: Springer, Untrig, Tudor, Sentinel, Astute, Sealion. Also HMS Crossbow. Aged 69. September 1.

Stan Southall, LS. Submariners Association, Brierley Hill branch. Boats included: Truncheon, Sirdar. Aged 71.

Stanley Deighton, AB. Served 1941-46. Ships included: Ganges, Pembroke, Canopus, Griffin, Illustrious. Illustrious Association, Burma Star Association. Aged 83. September 17.

John 'George' Morton, Doncaster. Served 1955-77. Ships included: Solebay, Duncan, Lowestoft, Minerva, Forth, Triumph, Falmouth. Aged 66. September 21.

Walter 'Mac' McDonald, PO(Radar).

Brighton. Served 1961-76. Ships included: Salisbury, Naiaid, Duncan, Eagle, Ashanti, Victory, Norfolk, Raleigh, Dryad, Excellent, Nelson, President. Aged 58. October 1.

Brian 'Dusty' Miller, Fleetwood. HMS Ganges Association, 45 Class 16 Mess

Grenville Div. Aged 66. September 4.

Edward 'Ted' William Henry Webb, Served 1945-48. Ships included: Royal Arthur, Chieftain. Aged 76. April 18.

Francis 'Wiggy' Bennett, OA. Ships included Fisgard, Chevron, Tyrian, Loch Lomond. Fisgard Association, founder.

Pat Hunt, Lancing. Ships included HMS Jupiter, 1942. Japanese PoW 1942-1945. October 5.

Cdr James Ronald Sutherland, Caernarfon. Ships included: King Alfred, Daedalus, Rupert, Eaglet, Mersey. Escorted U-boats to Scotland at war's end. Aged 78. September 5.

Sidney Arthur 'Cutts' Edwards, CPO(Coxswain). Waterloo. Served 1939-63. Ships included: Warspite, Cleopatra, Jaseur, Chieftain, Defender, Pembrokeshire, Ganges. September 23.

C J Rutter, Reading. Ships included: LCT 430, LCT 960, HMS Queen Empress. August 10.

J Oakley, Walsall. Ships included: LSI(L) Rocksand, LST 3508, Searcher. July 16.

H H Ellis, Litchfield. Ships included: LCT 1043. August 13.

John Spencer, RM, HMS Loch Fada Association.

Peter Barr, CPO(MEM). Submariners Association, Bromley branch. Submarines 1957-75. Boats included: Tally-Ho, Trespasser, Aurochs, Sea Devil, Osiris, Andrew Warspite. Aged 72.

Francis Ellis, LS. Submariners Association, Vectis branch. Submarines 1946-53. Boats included: Statesman, Teredo, Tanith, Astute, Alderney, Tactician, Explorer, Trump, Spiteful, Trenchant. Aged 79.

John Richardson, LS. Submariners Association, Hull branch. Submarines 1955-62. Boats included: Springer, Untrig, Tudor, Sentinel, Astute, Sealion. Also HMS Crossbow. Aged 69. September 1.

Capt H H Cook, Served: Cumberland, Benbow, Mauritius, Indomitable, Vanguard, Ocean, Forth, President and Cochrane.

Capt J A C Henley, DSC. Served: Birwick, Duncan, Prosperine, Saker, High Flyer, Charity, President, St Angelo and Centaur.

Cdr L C Lings, Served: Fortune, Aldenham, Witch, Rifleman, Sluys, Jamaica, President and Nato.

Lt Cdr C M Partridge, Served: Warspite, Harrier, Sydd, Saker, Stremonius, Mull of Kintyre, Maidstone and Diligence.

Lt H W G Stamper, Served: Vengeance, St Austell Bay, Chieftain.

Cdr M H Taylor, Served: Scorpion, Hornet, Birmingham, Lochinvar, Vernon, Berwick, Caprice, London, Terror and Nato.

Cdr V G P Weake, VRD RNR, Served: Dalhousie and Indomitable.

Lt Cdr I E Williams, MBE, Served: Fisgard, Camperdown, Vampire, Cambridge, Fisgard Association, 45 Class 16 Mess

Rhyl, Tyne, Excellent, Hermes, Heron and Raleigh. Aged 66. September 4.

Lt Cdr D P W Williamson, Served: President.

ROYAL NAVAL ASSOCIATION

Maurice Hayes, AB, Uxbridge. Served 1942-46. Patrol service.

Jack Ronan, Cyprus. Joined 1942. Ships included: Pembroke, Victory, Wayland, Kana, Begum. Former vice-chairman, chairman and president, Bradford RNA. Aged 80.

Peter Scottney, LS (Radar Plotter).

Cyrus. Joined 1962. Aged 56. August 28.

John McCullagh, Lincoln. RAF 22 years.

Served at HMS Fulmar, RNAS Lossiemouth. Senior Lincoln branch RNA for 10 years. Aged 68.

Arthur Winn, Cook, President Durham City RNA. Ships included Heythrop. Aged 82. September 13.

Len Bailey, Torbay. Served RN, MN, RFA.

Philip Purslow, Cromer. Associate. Served with Kings Shropshire LI, WW II. Aged 84. September 3.

John 'Wally' Coleman, AB, Cromer. Sunk three times WW II. Served in East Coast convoys. HMS Hector and SS Eumeaus. Founder member, Cromer RNA. Aged 87. September 20.

Bernard Mann, PO (Radio Mech).

Cromer. Ships included: Othello, Rousay, LSE(LC) 51, Bulolo. Aged 81. September 26.

Frank Tunnell, Canterbury. Vice-chairman Canterbury RNA. September 12.

Kevin Smith, PO (Radio). Scarborough. Served in HMS Sheffield, Operation Granby. Aged 43. September 16.

Eric Walter Lyon, St Helens. Seaman's branch 1947-54.

Noel Sampson, Ontario, Canada. Served 1938-45. Member, Southern Ontario Branch 18 years. September 11.

Joe Ashworth, AB, North Manchester. Served 1945-1948. Submarines included: HMS Tally-Ho. September 21.

Peter Goose aka Peter Hudson, PO(Stoker). Whitby. Chairman. Served 1950-63 in ships: Albion, Killisport, Fyne, Carron. Aged 70. September 11.

Albert Weatherill, Whitby. Served 1939-49. Ships included: Cumberland, Newfoundland. Aged 82. August 29th.

Cyril Dance, Stoker 1st Class. Crawley. Served in LCI(S), June 1944. Senior training officer, Gatwick airport. August 3.

John Massingham, Borehamwood. Associate member. Royal Norfolk Regt. September 18.

John Foulger, CPO(ERA). Basingstoke. Ships included: HMS Moon, Cowdray, Loch Katrine. Aged 81. September 11.

Joan Martin, Peterborough. Associate member. Ex-ATS. Wife of branch president Syd Martin. Aged 79. September 11.

Appointments

Cdr M.B.W. McCutain to HMS Grafton as CO on 27 Aug 03 than HMS Richmond as CO on 16 Dec 03.

Lt Cdr J. Law to Northern Diving Group as CO on 2 Mar 03.

Brig R.G.T. Lane to be promoted Major General and to be Deputy Commander LSRD Rapid Deployable Corps Italy on 6 Nov 03.

Cdr P.L. Wilcocks to be promoted Rear Admiral and to be Deputy Chief of Joint Operations (Op. Support) on 20 Apr 04.

Capt R.R. Best to HMS Cumberland as CO on 9 Dec 03.

Cdr S. Holt to HMS Nottingham as CO on 6 Jan 04.

A/Cdr N.J. Hibberd to HMS Superb (Neptune tenders) as CO on 24 Feb 04.

Honours

Naval recipients of operational honours for the six months up to March 2003:

OBE - Lt Col Barry Barnwell, RMR

MBE - Col Sgt William Reid, RM

QCVS - Capt Shaun Jones, RFA

QCB - Cpl Paul McIntosh, RM; LA(H) Kevin Latcham; LAEM Gene Kelley

13 Sept 03: £5,000 - NA(SE) N Chatwin, HMS Heron; £1,500 - MEM C Pinder, HMS Sultan; £500 - MEM R Hitchman, HMS Southampton.

20 Sept 03: £5,000 - Col Sgt J Knight, FPGRM; £1,500 - LOM A Cummings, HMS Spartan; £500 - Mne R Molyneux, 45 Cdo.

27 Sept 03: £5,000 - MEM C J Hibbert, HMS Sultan; £1,500 - Std2 C W Ottley, HMS Argyll; £500 - LMEM G R Hare, HMNB Portsmouth.

For more information on the RN & RM Sports Lottery, call 023 9272 3806.

Swap drafts

OM(AW) Palmer, Contact and draft: HMS Newcastle. Will swap for any non-seagoing ship or shore establishment due to leaving RN.

LCH Rowley, Draft: HMS Richmond, January 2004. Will swap for any Plymouth-based ship, deploying or not. Contact 00350 55860.

LCH George, Contact and draft: HMS Gloucester. Will swap for any Portsmouth-based Hunt or Sandown deploying or not. Contact 289@adl.mod.uk

<h2



● Students from Exmouth Community College play along with the Royal Marines at a school concert

College swing band bolstered by Royal Marine presence

MEMBERS of Exmouth Community College Senior Swing Band were over the moon when members of a Royal Marines Band came to play a concert with them at the college.

The 25 musicians-in-the-making rehearsed with ten members of the RM band based at the Commando Training Centre (CTCRM), Lympstone, during the morning, and then 35 members of the RM band rehearsed with them in the afternoon for a concert in the evening.

The concert included a jazz quartet, a dance band, a big band, buglers and a full concert band for the finale.

According to the bandmaster at CTCRM, WO1 Chris Gould, "The young musicians at the college have a lot of talent."

Indeed, several of the musicians have been deemed to be of a standard worthy of playing with the RM band at their end-of-term concert, to be held at Exmouth Pavilion.

Cornwall returns to Devonport

TYPE 22 frigate HMS Cornwall, the Flagship of NATO's Standing Naval Force Atlantic (SNFL), made a brief return to her base port of Devonport in late September, accompanied by three other ships of the Task Group.

The German frigate FGS Niedersachsen, the Dutch frigate HNLMS Tjerk Hiddes and the American frigate USS Doyle came along with HMS Cornwall for the routine visit.

SNFL has recently been involved in a two week exercise off the Scottish coast called Northern Light 03.

HISTORIANS at the RN Submarine Museum have uncovered details of what is believed to be the only unofficial 'submariner' to sail with the silent service in wartime.

War correspondent Bernard Gray sneaked aboard HMS Urge on her final patrol out of Malta in April 1942, using contacts in the military to join the boat on a mission in the Mediterranean.

Urge was lost, probably due to an attack from an Italian aircraft, but any mention of Gray – a veteran correspondent of Dunkirk and the African campaign – was purged from the official records.

It took discreet inquiries by his family's lawyers and Naval authorities on Malta to reveal his fate.

They concluded – although there is no documentary evidence – that the reporter sailed with Urge.

It was only when the journalist's family recently contacted the Gosport museum that Gray's secret sortie came to light more than 60 years on.

Museum archivist George Malcolmson said reporters had travelled with boats on missions – but had gone through official channels, which made Gray's case, and death, probably unique.

"We were surprised because we thought we had the definitive list of men lost in submarines, and there's no mention of Bernard Gray," he explained.

"There's nothing on him in our files on HMS Urge, and to the best of our knowledge he is the only non-submariner lost at sea during World War II."

News of Urge's loss in 1942 was delayed to spare the British public bad news – and deny the Axis powers a feather in their propaganda cap.



● Bernard Gray, the 'unofficial submariner' lost with HMS Urge in 1942 Picture: RN Submarine Museum

Orion honours fallen comrades

THE NATIONAL Memorial Arboretum was the setting for a tree planting ceremony by the HMS Orion Association to pay homage to Captain G.R.B. Back, his officers and ship's company, who perished during the Crete and Greek Campaign in May 1941.

As the Orion Association is spread over many countries, many of the members were unable to attend, so those who could were supported by the Wolverhampton Royal Naval Association and TS Newfoundland.

The ceremony was preceded by a Church Service, with a reading of the names of the fallen.

The ceremony itself was basically symbolic, only a movement of soil around the already planted sapling, with the spade previously used by the Queen.

A poppy wreath was laid on behalf of sweethearts and wives, and the sounding of the Last Post and Reveille ended the ceremony.

Back to Gosport after 50 years

FIFTY years ago in September 1953, HMS St Vincent welcomed 140 boys to the Naval training establishment and a group from that intake met up again this year.

Around 40 of the boys have been traced, but only 23 of them were able to attend this year's class reunion at St Vincent College in Gosport to mark the fiftieth anniversary.

The group is keen to hear from anyone who was part of that entry on 01737 248455.




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HMS Ark Royal and HMS Invincible docked in a harbor with their funnels and superstructure visible. The ships are large and grey, set against a backdrop of water and sky.

JULY 2004

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

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The theme for the 2004 calendar is – Reporting 50 years of Navy in the News featuring 12 front pages from the last 50 years.

Tastefully designed, and finished with high grade gloss laminate front cover and matt coated inner pages. This popular format is practical, informative and modern.



Service honours Maise

A MEMORIAL service has been held for Maise Sampson, a member of the Aldenham branch for 26 years, who died in July aged 82.

The service, at St John the Baptist Church, Aldenham, was attended by more than 200 shipmates, families and friends, as well as three survivors from HMS Aldenham. A total of 19 standards were paraded.

During the war, Maise worked in Special Services and at the Admiralty.

She was Treasurer of Aldenham branch for 15 years, and had been a life member of the RNA and the Wrens Association.

After the service a toast was drunk to Maise at the Royal British Legion Club, Watford.

Royal Naval Association

A medal – at last

A FORMER Wren may have waited almost six decades to see her war medal, but it did not dim the pleasure of finally receiving it.

troops, making regular fast, unescorted passages across the Atlantic.

Her crew included Marconi men, Royal Navy gun and signal crews as well as her normal Merchant Navy ship's company.

Claire recalls sharing a silk-lined stateroom with two other Wrens, and her first foreign port visits – Halifax in Nova Scotia and New York, where she could obtain silk stockings and ice cream.

During her time in the WRNS,

she also worked at Derby House in Liverpool, with Admiral Max Horton, Commander-in-Chief Western Approaches, from where the Battle of the Atlantic was directed.

As Claire had never received her medal, a flurry of emails between Ken Napier, her son-in-law Bob Butt (Canadian Legion) and Mrs Warren, of the RN Medals Section in Centurion Building, Gosport, resolved the matter.

At a ceremony in the Dordogne, Claire Luard (nee Highton) was belatedly presented with her 1939-45 medal by S/M Ken Napier, chairman of the Aquitaine branch, watched by shipmates and friends.

Claire was something of a rarity – a seagoing wartime Wren, who served from October 1943 to June 1946. A number of Wrens and Wren officers served aboard the big liners, such as the Queen Elizabeth, the Queen Mary, the Aquitania, Mauretania and Regia del Pacifico, mostly sailing from the Tail of the Bank on the Clyde.

Claire, a Wren coder, served in the Louis Pasteur, an ex-French liner liberated from Toulon early in the war.

The ship carried up to 10,000

Naval Quirks

YOU MAY TURN UP YOUR NOSE, BUT SNUFF HELPED US WIN THE BATTLE OF VIGO IN 1702..



...A FRENCH FIRESHIP WITH A CARGO OF SNUFF HAD SET ALIGHT HMS TORBAY..



BUT NOT ONLY DID THE EXPLODING SNUFF HELP TO EXTINGUISH TORBAY'S FLAMES..



..ITS FUMES SO AFFECTED THE FRENCH CREW THAT MANY DIVED INTO THE WATER FOR RELIEF.



Big thanks

FRED Hogben, Norwich branch chairman, has thanked Ipswich branch for parading with standard to welcome HMS Norfolk at Ipswich during the ship's visit.

Members of Norwich branch later joined a cocktail party aboard the ship and a reception at County Hall.

Paul strikes gold at world games

REPRESENTING the British Prison Service in the World Police and Fire Games, S/M Paul Jenkins of Christchurch branch returned from Barcelona with four gold medals, awarded for his age group in the 5,000 metres, the 10,000 metres, the cross-country and the half marathon.

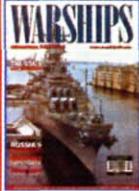
S/M Paul served in the Navy from 1963 to 1975, after which he joined the Prison Service, retiring in 2001 at the grand old age of 55! He runs in the London Marathon every year, raising funds for the Children's Liver Disease Foundation (CLDF). If anyone would like to help him raise money for the CLDF in the

David is honoured

S/M DAVID Cartwright, a loyal supporter of Torbay branch for many years, has been honoured with life membership.

David, an ex-Fleet Air Arm resident of Brixham Cheshire Home, was presented with his certificate by branch president S/M Peter Brown at the annual Wine and Wisdom quiz night held by the branch and attended by members of Newton Abbot branch and other ex-Services associations.

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Cap tally total is up to 2,800

BUDE branch has weighed into the cap tally 'contest' with a staggering claim of 2,800 individual items.

Bude membership secretary Bob Gelder wrote in response to last month's article in *Navy News* which said that Stourbridge member Mick Coyle has more than 700 tallies, and was looking for four more to complete the set. But Bob said: "Somewhat modestly might the Bude branch of RNA tender an advancement to Stourbridge's S/M Mick Coyle's 'tally' of 700 RN cap tallies."

"Our Associate S/M Tony Luxton has amassed the quite incredible total of approximately 2,800 cap tallies, many of which he has mounted in display cases."

"These have on more than one occasion been exhibited in Bude as part of the RNA stand at the Model Ships exhibition which occurs annually."

"Somewhat tentatively may we throw Bude's hat into the ring and enquire if there is a finer collection anywhere?"

We await the response to Bude's challenge with interest...



● Claire Luard receives her medal from Ken Napier

£50 PRIZE PUZZLE



The mystery ship in our September edition was RFA Sir Caradoc, known as Grey Master in her civilian guise, and she was the sister ship of RFA Sir Lamorak, which was known as Lakespan Ontario.

The winner of the £50 prize was Terry Brown, of Chorley in Lancashire.

The name of this month's mystery ship has a connection with two of the Royal Fleet Auxiliary's newest ships.

The ship was launched in the summer of 1945 at Sunderland under a different name, and was broken up in 1971.

Her name has been removed from our picture.

Can you provide us with her name in the RFA – and the name she was launched under?

The correct answers could win you £50.

Complete the coupon and send it to Mystery Picture, *Navy News*, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is December 12, 2003. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our January edition. The competition is not open to *Navy News* employees or their families.

MYSTERY PICTURE 105

Name

Address

My answers: 1

2

Royal Naval Association



Warm welcome for veteran Reg

A RIGHT royal welcome was extended to Saltash branch member Reg Samways when he returned to Norway 63 years after playing his part in the rescue of King Haakon.

S/M Reg always wanted to return, but when he could afford to make the trip, his wife – who died last year – was too ill to travel.

His last visit to the port of Molde was aboard cruiser HMS Glasgow, sent to bring King Haakon, the Crown Prince, and 35 tons of gold to safety.

After a perilous journey up the narrow fjord, Glasgow dropped anchor at Molde on April 30, 1940 – to find the town in ruins as a result of a Luftwaffe raid.

The Germans had got wind of an escape plan and, having been wrongly informed that the King was sheltering in a red house, targeted all such properties.

Reg, part of the ship's gunnery ammunition party, says the King was not in a house, but watched the destruction of the town from beneath a silver birch tree, now the site of the King's Birch memorial.

By the time the gold was loaded aboard Glasgow, the jetty was on fire, and a nearby church, which had taken a direct hit, was in flames and its steeple collapsing.

With no time to lose, the



● S/M Reg Samways at the King's Birch memorial in Molde, Norway, with the Mayor of Molde, Bitten Linge

Captain put the ship full astern, and as the cruiser made her getaway in darkness, she took half the jetty with her – "a night I will never forget," said S/M Reg.

The King and Prince were taken to Tromso, from where they sailed to Scotland in HMS Devonshire.

In gratitude, the King sent a letter of thanks to the Captain and ship's company of Glasgow, with every man receiving a copy.

When Reg (83) decided to make the visit this year and had bought his air ticket, he contacted the

Norwegian Embassy in London, enclosing a copy of the King's letter, asking if it was possible to meet other war veterans during his visit.

In reply, he received an invitation from Ottar Befring, the local Governor, to come as his guest. Reg was met on arrival by the Governor and his wife, and was booked into a lovely hotel close to where Glasgow dropped anchor in 1940.

From arrival to departure, the friendship and hospitality extended to Reg were overwhelming. He was wined and dined, taken sightseeing, and everywhere he went, people were keen to shake the hand of a man who helped rescue the King.

During his stay, Reg attended a service in the church he had seen burning in 1940, visited the store where the gold was stored, and the King's Birch memorial.

The visit, said Reg, was a dream come true, and he plans to return next Spring, to attend the HMS Glasgow reunion.

On leaving Glasgow, Reg went on to HMS Eagle, which sank in minutes after being torpedoed. Despite a broken leg, he managed to swim to safety and stay afloat until he was rescued.

David steps up as Council Chairman

SHIPMATE David White has stepped up as Chairman of the RNA National Council.

The former Vice Chairman steps into the shoes of S/M Fred Chambers, who joined the RNA in the early 1960s and has been Chairman of the National Council for eight years.

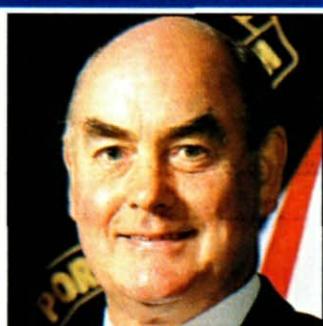
At the age of 61, David is well-qualified to wear the Chairman's chain of office – and young enough to weather the challenges that lie ahead.

Though born near Manchester, he has lived in No 4 Area for the past 21 years, and with his wife Monica has his home in Weymouth.

While serving in the Navy, he joined the Portland branch in 1983 and went on to serve as National Council member for No 4 Area, the first serving member of the Navy to be elected.

S/M White retired from the Navy as a Warrant Officer in 1996 after 32 years service, including time in HM ships Belfast, Blackwood, Eagle, Cavalier, Scylla, Blake and Intrepid.

Other jobs included Flag Officer



● S/M David White

Sea Training (FOST) seafarer, RNAS Yeovilton – 766 NAS, Stores Officer Falkland Islands and Establishment Officer at HMS Inskip, RN WT station.

S/M Rita Lock, National Council member No 3 Area, was elected Vice Chairman for the next year, as well as continuing in her role as Charities and Welfare Officer.

Fine weather for ceremony

THE WEATHER was kind for the Association's biennial parade, which this year started and finished in Horse Guards Avenue, because of a last-minute change passed on by the Metropolitan Police.

The turn-out was extremely good, with 62 standards on display and more than 300 members parading, and there were several hundred watching from the side-lines.

The service was conducted by the Chaplain of the Fleet, the Venerable Archdeacon Barry Hammett.

The salute at the march-past was taken by the President of the Association, Vice Admiral John McAnalley.

The parade was organised by National Ceremonial Officer S/M Tony Avery, helped by S/M Alan Robinson.



● This year's RNA Christmas card, featuring Type 42 destroyer HMS Liverpool, is selling steadily – so HQ said you should get your order in now. A pack of ten cards costs £3.50, and orders can be placed with HQ RNA at 82, Chelsea Manor St, London SW3 5QJ, tel 020 7352 6764, fax 020 7352 7385, email rna@netcomuk.co.uk

Lucky break for Nobby

LT CDR Nobby Hall, chairman of the Cyprus branch, cannot believe his good fortune.

Having been deprived of the branch chaplain, he recruited the Rev John Duncan for the job – within three hours of his arrival on the island.

The miracle happened on a warm evening when Cdr Hall and his wife Helen were approached by a stranger while enjoying a drink in the garden of the Mess.

As can happen on such occasions, the stranger revealed, in conversation, that he was the new Church of Scotland minister, posted to the 1st Battalion Royal Highland Fusiliers.

S/M Hall could hardly believe his ears, and in no time had the Rev Duncan agreeing to accept the office of honorary branch chaplain. He is going to be busy, as his duties also include being chaplain of All Saints church, Episkopi.

Singular honour at major parade

AT THE invitation of the Merchant Navy Association, Falmouth, S/Ms Bob Saxby and Dave Kennedy carried standards at the New Cenotaph, Tower Hill, for the recent Merchant Navy parade.

Dave carried the Russian Convoy standard and Bob the Redruth and Camborne RNA branch standard, the only one from Cornwall to be invited.

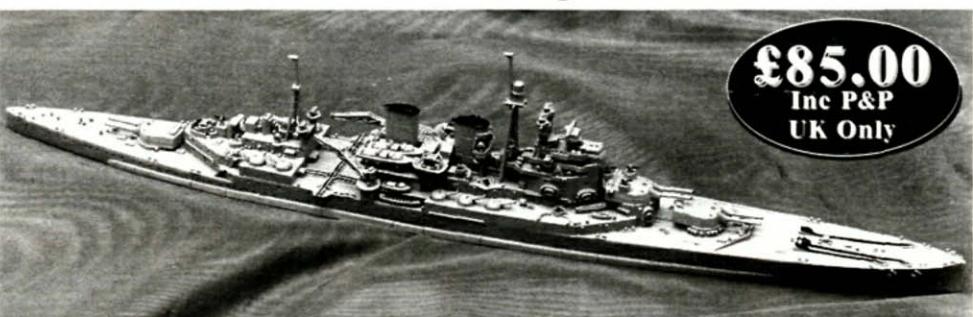
In all, 57 standards were paraded to music by a drum and pipe band. The service was attended by First Sea Lord Admiral Sir Alan West.

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Road safety on show

RNAS CULDRose staff have won an award for their efforts in promoting safety on the roads around the Cornish air base.

It is the first Naval establishment to be awarded the Silver Rose Bowl trophy for raising awareness among Fleet Air Arm personnel and civilian workers of safety schemes in the area.

Culdrose runs a rolling programme of talks, schemes and short plays to highlight road dangers.

The efforts culminated in a roadshow featuring free vehicle checks, motorcycling training, Highway Code tests and a competition to win free driving lessons.

• Alison Hipkin, organiser of Culdrose Community Centre Cyclewise courses, works on cycle safety



17th Flotilla says final farewell

THE HOME Club, Portsmouth, was the setting for the 25th and final reunion of the 17th Destroyer Flotilla Association this September.

Now, with many of the men aged over 70, and the Commanding Officers over 90, the numbers attending the annual event, begun by Doug Penrith in 1979, have been dwindling.

The Flotilla, excluding only HMS Obdurate which was being refitted, took part in the invasion of Normandy and came out intact but extremely lucky not to lose a ship.

The 17th Destroyer Flotilla travelled over a million miles in total, mainly in the Barents and North Atlantic seas but with an occasional trip to the Mediterranean for the landings in North Africa.



• The Guernsey ceremony to mark the WWII loss of Charybdis and Limbourne Picture: LA(Phot) Paul Punter

Richmond recalls with Islanders

CREW of frigate HMS Richmond and a Royal Marines Band joined residents of Guernsey for an emotional service to mark the 60th anniversary of a Channel Islands Naval clash.

Light cruiser HMS Charybdis and destroyer HMS Limbourne both fell victim to torpedo strikes battling with the Kriegsmarine off the islands in October 1943.

More than 500 men were lost when Charybdis went down in little more than an hour. Limbourne

was more lucky; despite losing her bow, she remained afloat for some hours before efforts to tow her failed.

Many crew escaped the sinking vessels but died waiting for rescue in the cold Channel waters.

Twenty-one bodies were washed ashore in Guernsey, another 29 turned up on the beaches of Jersey.

People of Guernsey took the men of Charybdis and Limbourne to their hearts, turning up at the men's funerals.

The Germans buried the sailors with full military honours, but the small burial party was overwhelmed by 5,000 Guernsey residents who turned up with 900

wreaths to show their respects for the dead RN men – and to show where their loyalties lay.

The German authorities were so put out by the public act of defiance, the bodies washed up on Jersey were buried in secret and islanders were forbidden from attending any further services for British servicemen lost.

Since the war a weekend has been set aside each October to honour Charybdis on Guernsey, with the RN attending.

Portsmouth-based Richmond provided the honours at this year's ceremony alongside an RM band and veterans and members of the Charybdis Association.

What the Great Storm did for us

ONE OF Britain's best loved historians, Adam Hart-Davis, will be one of 14 key speakers at a conference to commemorate the 'Great Storm' that struck Britain 300 years ago.

The storm was one of the fiercest ever recorded, even more ferocious than the 1987 hurricane. It blazed a trail of destruction throughout the country, leaving hundreds dead. However, this was relatively small compared to the thousands of lives lost at sea, particularly on the Goodwin Sands.

On the 300th anniversary of the storm, the Royal Meteorological Society, East Kent Maritime Trust and the National Maritime Museum have got together and decided to mark the tercentenary with a major conference, in conjunction with other organisations.

This two day event will include 14 key speakers, one of which will be TV presenter Adam Hart-Davis.

There will also be sessions on the meteorology, science and origin of the storm, its effects on land and sea, its impact on Naval history and ship management, and the literary legacy it inspired. Also examined will be the likelihood of something similar happening again, and whether the present age of unprecedented climate change will make such events more likely.

The conference will take place in Sandwich, Kent, on November 29-30, and will cost £40 (one day) or £70 (two days). For more information call 01843 587765 or email: museum@ekmt.fsnet.co.uk.

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Labour of love for precious Nelson uniform

AFTER six months of diligent research and expert attention to detail, Nelson's full dress uniform has been lovingly recreated in all its glorious detail.

After gracing Nelson's Norfolk birthplace of Burnham Thorpe and the First Sea Lord's Trafalgar Dinner, the intricate and valuable replica will eventually have pride of place in its wealthy originator's private collection in the United States.

The outfit was commissioned by Patrick Taylor, President of the Taylor Energy Corporation in New Orleans, who became so fascinated with the life and times of the Royal Navy's most famous admiral after a visit to the National Maritime Museum in Greenwich that he created a special room in his headquarters dedicated to Horatio Nelson.

Nelson expert David Williams, who helped feed the fires of the American collector's passions for the Naval hero, has overseen the meticulous reproduction of this unique copy of Nelson's uniform, complete with medal decorations and orders.

Although copies of Nelson's uniform and medals have been made before, this is thought to be the first time that the medals and other decorations have been faithfully reproduced in the same precious metals as the originals.

Saville Row tailor Keith Levett recreated the dress coat using the exact match for materials and silk lining. The gold lace was made in France as a direct copy of Nelson's own.

The four Orders on the left breast were hand-worked in gold and silver wire, and the Saville Row expert personally spun the bullions needed to make the epaulettes.

The stunning replica uniform is completed with a copy of Nelson's diamond Cheleng or Plume of Triumph presented to him by a grateful Sultan of Turkey after the Battle of the Nile in 1798.

The magnificent decoration is attached to the admiral's cocked hat, made in solid white gold and set with 386 stones, including a number of real diamonds.

David Williams said: "The jeweller spent ages setting the hundreds of stones needed to recreate Nelson's most magnificent trophy – but we are keeping it a secret exactly where the real diamonds have been placed!"

Sadly the original Cheleng was stolen in 1950 and only poor-quality black and white photographs from the 1920s remained, but David was not to be deterred and carefully searched through various records and archives to produce a faithful reproduction of this magnificent artefact. Hatton Garden jeweller Antony Vander made the Cheleng and the majority of the replica decorations.

The uniform was on display at All Saints Church in Burnham Thorpe, where Nelson grew up and his father was rector. Collector Patrick Taylor marked the uniform's display at the church with a personal visit and a donation to various church appeals.

Children take shelter from Explosion!

GOSPORT schoolchildren had the chance to experience a World War II bomb raid from within a genuine Anderson shelter in a new attraction at Explosion, the museum of Naval firepower.

Local man Fred Matthews donated the original Anderson shelter that has proved a draw to schools across the south coast. The attraction gives a glimpse of the real experiences of many people in World War II, rushing to the cramped space of the shelter during an air raid and listening to the sounds of falling bombs.

Alison Walter of Explosion said: "The addition of an Anderson shelter brings the situation of living through wartime to life and encourages children to ask questions and find out more. A real Explosion experience is always a great asset to learning."

■ For more information telephone 023 9250 5603.

Gannet back on top

BACK where she belongs, one of the last reminders of Queen Victoria's mighty Navy nestles in the water.

Experts have refloated 125-year-old HMS Gannet at Chatham's historic dockyard.

Gannet is thought to be the final sloop remaining of her day, but has spent almost two decades undergoing the slow process of regeneration in the Kent dockyard.

Bosses there plan to open the 1878 warship to the public next year, and one of the final acts of restoration was to flood her dry dock home.

It has taken £3m of lottery money to get Gannet to her current state.

The sloop spent her latter years on the River Hamble between Portsmouth and Southampton as an accommodation vessel for schoolchildren.

The goal of the restoration project is to return her to her appearance of the 1880s, the sole time she saw action.

Gannet was instrumental in defending the port of Suakin when Sudanese rebels

threatened to overrun it in 1888. Her main armament unleashed 200 shells and her machine-guns loosed 1,200 rounds to prevent Suakin from falling.

The final touches of the overhaul include adding replica guns, ship's boat and interpretation areas for visitors to learn more about the vessel.

Despite being flooded up again, the dry dock is as far as Gannet will be going; the revamp has not made her seaworthy again.

Nearly 2,000 Kent Cub Scouts visited Chatham Historic Dockyard to present a red ensign to commemorate the completion of the restoration of HMS Gannet and to see the ceremonial unfurling of the ensign from the reborn ship's masthead.

■ Type 22 frigate HMS Chatham was due to visit her namesake port as *Navy News* went to press.



NATO Force in disaster drill

TYPE 23 frigate HMS Portland led a multinational disaster relief exercise held in Turkey, where the effects of a supposed hurricane were tackled by the co-ordinated efforts of seven different nations.

This exercise is building on recent developments within the Standing Naval Force Mediterranean (SNFM) to offer assistance in the form of disaster relief.

The Royal Navy frigate drew on its recent experience of a disaster relief exercise led by the staff of Flag Officer Sea Training (FOST) at Devonport to put the multinational NATO force through its paces to hone effective response to natural disasters.

HMS Portland will remain part of the NATO Force until the end of the year.

Prior to this HMS Portland had been patrolling the key areas and shipping lanes within the Eastern Mediterranean, intercepting vessels as part of Operation Active Endeavour.

A mixed assortment of Portland's crew have been trained to drop from the ship's helicopter by a rope transfer onto the deck of the suspected merchant vessel to carry out an inspection without delaying the ship's passage.

The team of 20 – all volunteers – are drawn from all walks of life on board: engineers, chefs, stores accountants and warfare operators.

Type 22 HMS Cornwall has now taken over Portland's role safeguarding the shipping lanes of the Eastern Mediterranean.



Tour goes on

THE RN Presentation Team (RNPNT) continues its tour of the country, briefing people in the UK about the role of the Navy.

The team will be visiting these places in the coming months: Hackney, Arundel, Lyndhurst and Camden (November); Milton Keynes and Lambeth (December); Newmarket and Ely (January); Chichester, Rye, Newquay, Sidmouth and Dorchester (February).

For more details or information, telephone 0208 833 8020 or see the website on the Internet: www.royalnavy.mod.uk

November reminder

THE ROYAL Star and Garter Home has sent out a plea to ask people in this month of remembrance to bear in mind their less fortunate comrades and help the military charity to ensure that caring can continue.

Since 1916 the Royal Star and Garter Home has been caring for soldiers and airmen, and now offers care to 172 disabled ex-Service men and women.

At the Home residents are provided with medical and nursing care, including a rehabilitation unit that helps people come to terms with their disabilities through therapy and training.

Artificer degree starts at Sultan

JUNIOR rating Richard Adkins is set to become a trailblazer for RN engineers of the future as the first apprentice to sign up for a new degree course.

If he successfully passes the course at HMS Sultan, MEA Adkins will have a Foundation Degree to his name in two and a half years' time.

The new degree rewards academic and practical achievements and is an award the government wants to see vocationally-minded young people achieving.

Sultan has recently had its training programme for MEAs endorsed by the University of Portsmouth to allow the degree to be awarded.

Plans are in hand at Sultan, the Navy's school of marine and air engineering in Gosport, to allow students to turn the new degree into a full honours qualification if they wish in the future.

Sultan's commanding officer, Cdr Neil Latham, said the qualification would serve sailors well in and out of the Service.

"This is an important day in Naval training and shows our commitment to ensuring our young people gain qualifications which are widely recognised outside the Navy," Cdr Latham said.

■ CREW in HMS Ark Royal are yearning for extra learning after a new educational suite was opened aboard the carrier.

Ark's commanding officer Capt Adrian Nance became the first 'student' in the learning centre – a network of eight laptop computers which mirror facilities in RN learning establishments ashore.

The training centre allows Ark's crew to continue to study a diverse range of subjects at sea, including the theory test for the civilian driving licence, basic Serbo-Croat to the European 'computer driving licence' which acknowledges a person's computing skills.

Britannia leads Scottish tourism

IN ITS fifth year as a five-star tourist attraction, customer research has confirmed the Royal Yacht Britannia as one of Scotland's leading visitor-friendly attractions.

In a visitor survey by an independent research company, 84 per cent of visitors gave Britannia the top grade of 'Very good' and 16 per cent rated it as 'Good'.

The ship, permanently based at Leith in Edinburgh, is also a top corporate venue, attracting senior staff from blue-chip companies such as Ford and IBM.

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RN1 FLYING THE ARK

contains "Hands to Flying Stations" (1975) a motivational film illustrating the launch and recovery of fixed wing and rotary wing aircraft, in the age of Buccaneer and Wessex. "People Like You" (1986) features a flight safety officer telling the story of what can go wrong when vigilance, care and professionalism slip. As well as Sea Harriers on Ark Royal we also see Sea Kings and Lynx in action with a Type 21 Frigate and an RFA. Colour, 51 mins.



RN2 BIRTH AND LIFE OF A FRIGATE

contains "Naval Shipbuilding" (1973) in which we see the main stages in the evolution of a Leander Class frigate – research and development, ship building, trials, acceptance and commissioning. "Portland Ahead" (1975) follows on with actual sea training. Colour, 53 mins.



RN3 LIFE WITH THE MARINES

The varied and active life of the Royal Marines is depicted in "The Royal Marines" (1983), a general briefing film which outlines the operational roles, organisation, activities and training of the Royal Marines. "Arctic Patrol" (1973) tells how a Royal Marine patrol prepares, attacks an enemy petrol dump and returns to base. Colour, 60 mins.



RN4 OUT OF THE AIR

contains "Aircraft Controller" (1976) depicting training and duties of ship board aircraft controllers. "Hover Navy" (1978) explains the development of the Hovercraft and their use in the Royal Navy of the '70s. "Aircraft Salvage – Location and Recovery" (1979) shows the recovery of a helicopter lost at sea in depths beyond normal diving limits. Colour, 59 mins.



RN5 TUG WORK

In this programme, filmed in 1976/7, we feature a wide variety of tug work and tugs, including the Royal Navy's Paddle Tugs. The films are: "Pilot Embarked" shows the Pilot and methods of controlling tugs. "Tugwork" shows all the classes of Naval base harbour tugs, and shows various types of sea towing operations. "Salvage – The Reward" is a documentary of the salvage of HMS Reward which sank in thick fog in the River Forth. Colour, 102 mins.



RN6 FRIGATE

contains "Frigate" (1972) featuring life for young officers on board F40 HMS Sirius, a Leander Class frigate. The second film "Boxer – Forewarned is Forearmed" (1983) features the stretched type 22 Frigate F92 Boxer in a post-Falklands Royal Navy. Introduced and narrated by Sir Michael Horden. Colour, 40 mins.



RN7 DESTROYER

Features two type 42 destroyers lost in the Falklands in May 1982. "HMS Sheffield" (1975) contrasts life aboard D80 HMS Sheffield with Gibraltar shore station. "The Right Choice" (1982) follows a midshipman's first voyage to Hong Kong aboard D118 HMS Coventry. Colour, 42 mins.



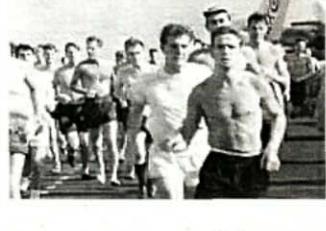
RN8 FEARLESS NAVY

contains "Broad Fourteens" (1945) shot at Weymouth featuring the work of the men on the Motor Torpedo Boats. "Dragon Squadron" (1973) follows the work of Ton Class patrol boats in Hong Kong. "Fearless to the Fleet" (1978) shows the world of Logistics Support, centred on L10 HMS Fearless. Colour and Black and White, 77 mins.



RN9 SIXTIES NAVY

The Fleet Air Arm as grouped on HMS Eagle in 1966 with Wessex, Sea Vixen, Scimitars, Buccaneers and Gannets is featured in "Buccaneers". "Out East" follows HMS Victorious sailing from Portsmouth in October 1960 for the far east, including a joint operation with the US Navy. In 1961 the crew of HMS Belfast made a film entitled "Far East Commission", a record of a year out from Portsmouth. Colour, 67 mins.



RN10 WARSHIP EAGLE

This video is a candid portrait of life aboard HMS Eagle sailing from Mombasa to Singapore in 1966. This impressionistic life aboard HMS Eagle under the command of Captain John Roxborough with its minimalist commentary, the use of live sound and ingenious camera work and editing makes for an unusually sophisticated film. Narrated by Ludovic Kennedy. Black and white, 55 mins.

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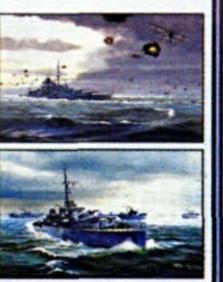
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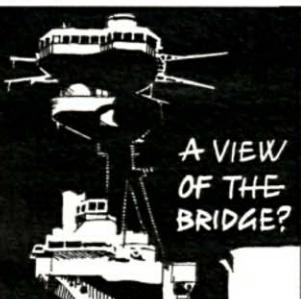
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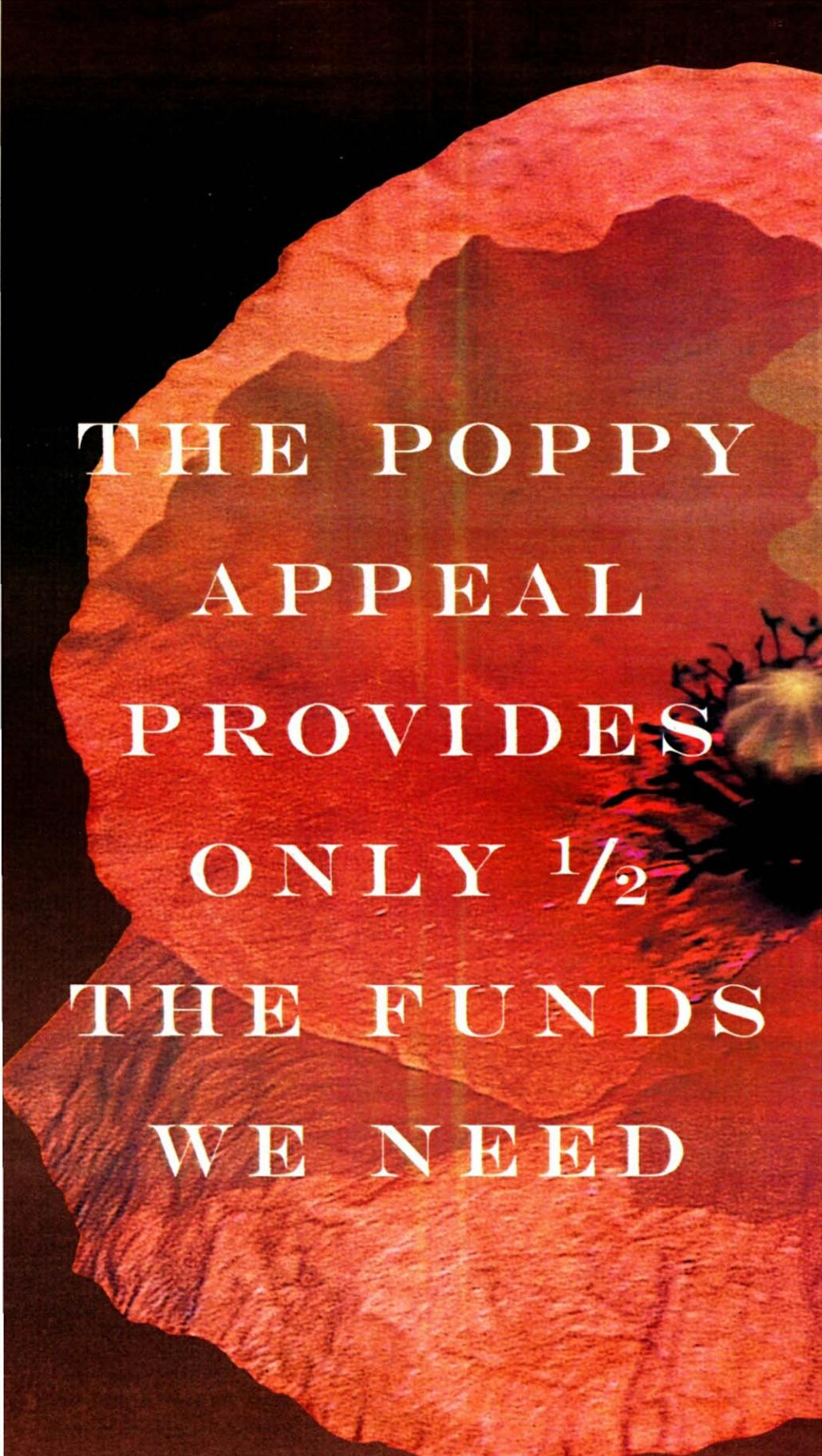
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HOSTLY GOINGS-ON

Ghost stories, superstitions and legends have long been connected with the sea and the Navy. Find out this month about ghostly goings-on in the Fleet and on the high seas.

The early days of sail

One of the earliest legends in the Western world is connected with a long sea voyage.

Jason was a prince in Ancient Greece whose kingdom was stolen from him by his wicked uncle Pelias.

In order to get rid of his troublesome nephew, the false king set Jason the task of travelling all the way to remote Colchis and bringing back the Golden Fleece.

This Fleece was the skin of a Golden Ram which had been sent down to earth from the gods in Olympus and had magical properties.

Jason had a special ship built to make this long and difficult journey to Colchis. The ship was named the Argo, and its figurehead was a statue of the goddess Athena that could speak and offered Jason advice on his dangerous voyage.

Jason filled his ship with heroes known as the Argonauts before setting out on his quest.

Among the many adventures on the long sea voyage were the Sirens who sang a beautiful song to lure Jason and his ship to crash on their island, and the Clashing Rocks that tried to crush the Argo.

When Jason reached his destination, Medea, the daughter of Aeetes the king of Colchis, fell deeply in love with Jason and helped him steal the Golden Fleece from her father.

Jason returned triumphant to Greece with the Golden Fleece and won back his kingdom.

Ghost ships that sail the seven seas

Two of the most famous ghost ships that sail the oceans of the world are the Mary Celeste and the Flying Dutchman.

When King George V was a young Naval cadet in the 1880s, he travelled around the world in HMS Bacchante and encountered the mysterious Flying Dutchman.

Legend has it that the Dutch ship is cursed to sail the world's oceans for eternity.

The Flying Dutchman's captain (who has many names depending on which version of the story you read) swore an oath that he would sail his ship around Cape Horn or kill himself and his crew in the attempt. This vow attracted the attention of a passing angel (as it would...) who appeared on the ship to find out what the captain was up to.

The man grabbed his gun and fired at the angel, cursing and swearing at the divine apparition.

The angel then condemned the ship to travel the world until its captain learnt some manners.

Sightings of the Flying Dutchman report an old-fashioned ship in full sail with brightly lit cabins and the noise of a wild

party in full swing.

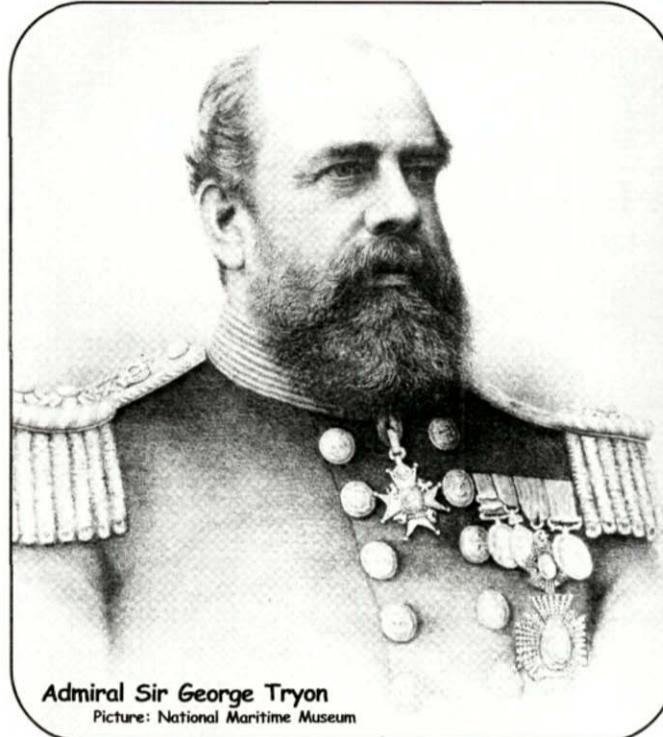
Another infamous ghost ship the Mary Celeste was found abandoned between Portugal and the Azores in 1872.

The ship was intact with plenty of food and drink on board, but no sign of the crew or the captain all of whom had mysteriously disappeared.

Sir Arthur Conan Doyle, the well-known author of the Sherlock Holmes stories, wrote up the tale in a story called 'J Habakuk Jephson's Statement' but in his version called the ship the Marie Celeste.

The Mary Celeste was thought to be an unlucky ship because it broke three maritime superstitions - one, on her first voyage her master had died of a strange illness; two, she was originally named Amazon (thought bad luck because it began with 'A'); and three, she was re-named.

But there were many reasons why a ship might be found abandoned at sea, and there is no need to think that anything spooky really did happen. The sighting of a ghost ship is not a good omen, and superstition holds that bad luck will soon follow for the ship.



Admiral Sir George Tryon
 Picture: National Maritime Museum

Members birthdays

It might be a cold November but there's lots of YRC members out there celebrating their birthdays:

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Last sight of a lost admiral

One of the great losses of the Victorian Navy was in June 1893 when Admiral Sir George Tryon ordered two lines of battleships under his command to turn towards each other.

Despite concern among the senior officers, the order was carried out - and as the lines turned, HMS Camperdown struck Tryon's flagship HMS Victoria a fatal blow.

HMS Victoria listed then sank with the loss of 358 lives, including Admiral Tryon himself who stood calmly on the top of his ship while it slowly sank into the cold waters.

But this was not the last time the admiral was to be seen.

For back in London his wife Lady Tryon was holding a party with hundreds of guests. She was somewhat confused when a number of people told her it was nice to see her husband there.

She replied: "But he is still in the Mediterranean."

However her guests insisted that her husband had met them and welcomed them to the party.

It took some time for the news to filter back to Lady Tryon of her husband's death - and then the uncanny connection was made between the time of his loss and his mysterious appearance back in Britain.

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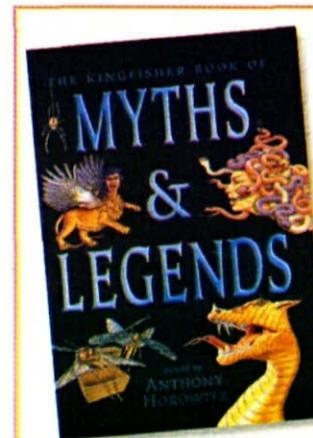
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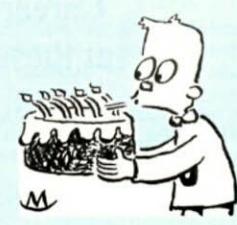


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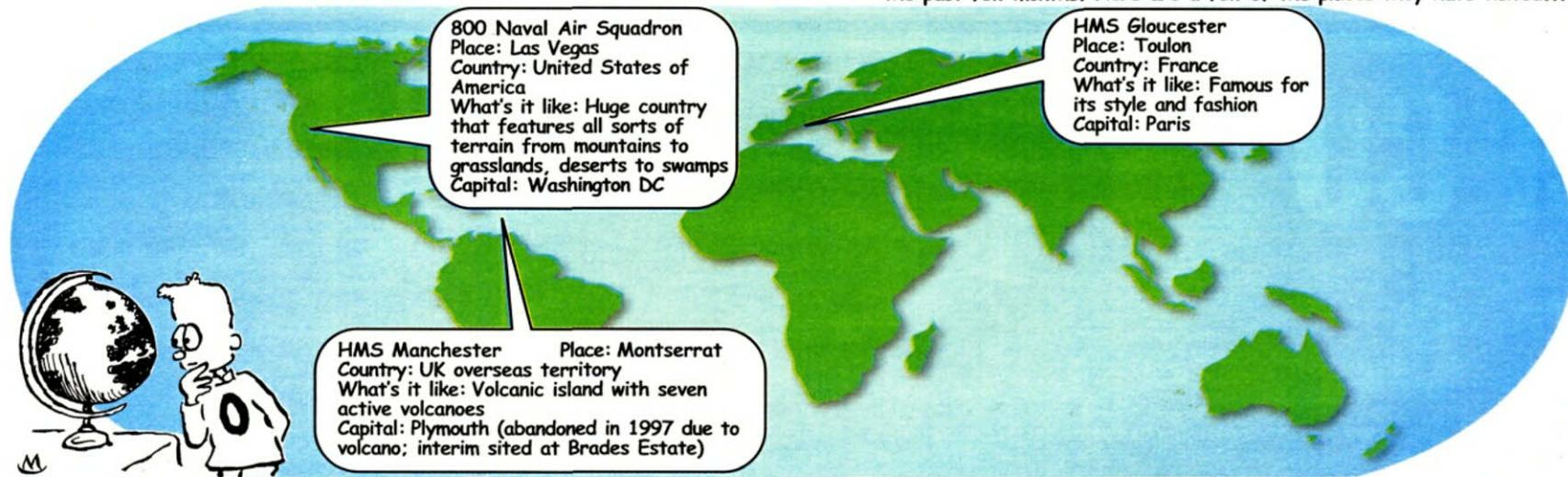
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Where in the world...?



Superstitions of the seas

There are all sorts of different superstitions connected to the sea. Here's a few:

Whistling - it is believed that whistling on board a ship or boat can bring up a storm. The Navy once made it a punishable offence to whistle on board a Naval ship.

Re-naming - it used to be thought unlucky to change the name of a ship. Two examples on these pages are the *Mary Celeste* - whose original name was *Amazon* - and *HMS Victoria* - which was originally called *Renown*. **Launching** - a bottle of champagne is traditionally smashed against the hull of a ship, and careful preparations take place to ensure that the bottle breaks so that the superstitious should not think the ship unlucky.

Albatross - it has long been thought unlucky to kill or injure this far-flying sea bird, as told by Coleridge in his 'Rime of the Ancient Mariner'.

Rats - rats on board ship used to be considered lucky, it was only when they abandoned ship that everyone began to worry...

what

is St Elmo's Fire? St Elmo's fire is a luminous ball of lightning that sometimes appears at the top of masts in stormy weather.

The deep secrets of the Bermuda Triangle

For four hundred years the Bermuda Triangle has been a place of mystery.

In the past century more than 50 ships and 20 aircraft have disappeared in the area. The military have not escaped from this mysterious patch of sea unscathed.

The American Naval ship *USS Cyclops* went missing in the area in March 1918.

The 19,000-ton collier ship disappeared along with everyone on board on its way back from Brazil and her wreck has never been found.

After World War I military historians checked back through German records and there were no German submarines or mines in the region to cause the loss of the ship.

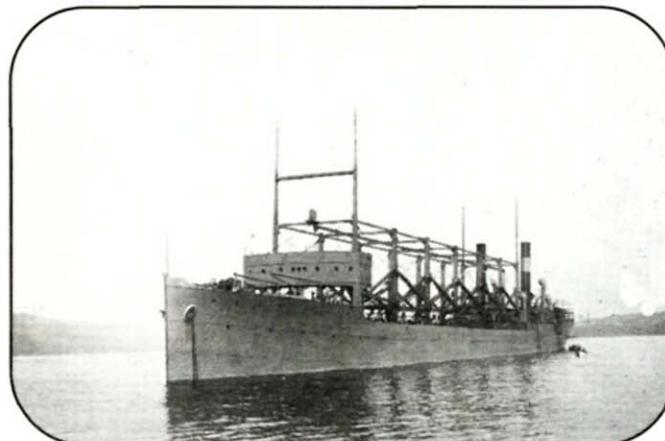
In December 1945 five American Avenger

Torpedo Bombers took off from the US Naval Air Station at Fort Lauderdale in Florida.

Flight 19, as it was known, was scheduled to fly a navigational exercise over the sea.

The last thing to be heard from the five aircraft was a radio message between two pilots that they were unclear on their position and that their compasses were not working properly.

The Triangle is usually considered to stretch from the little island of Bermuda in the Atlantic



USS Cyclops

Picture: US Naval Historical Center

Ocean, over towards Miami in Florida and then back to San Juan in Puerto Rico.

This patch of sea is one of only two places in the world where a magnetic compass does not point towards true north.

It is also renowned for its fierce storms and terrible weather.

The US Coast Guard firmly disagree with any supernatural theories for the disappearance of ships and aircraft in the area.

They believe that the

losses in the Bermuda Triangle are caused by forces of nature and human error - nothing more mysterious.

Back in the early 1600s the little island of Bermuda had a spooky reputation and the area nearby was renowned for strange and fierce storms.

Japanese and Filipino seaman fear the Devil's Sea, an area off the east coast of Japan. This is the other place in the world where the compass does not point north.

This month

1 November 1918: G7 was to be the last submarine lost in WWI, sunk in the North Sea.

3 November 1914: "I drink to the memory of a gallant and honourable foe", Vice Admiral Graf von Spee's response to the toast "Damnation to the British Navy".

3 November 1914: First WWI bombardment of the British coast by German battlecruisers.

4 November 1843: Nelson's Column in Trafalgar Square completed.

7 November 1918: German submarine unsuccessfully attacked Sarpedon, a British merchant ship - the last instance of this happening in WWI.

10 November 1573: Launch of the first HMS Dreadnought.

10 November 1918: Ascot, the last RN ship to be sunk in WWI, torpedoed by UB-67.

13 November 1973: The end of the Second Cod War, long-running disputes between the UK and Iceland over fishing.

16 November 1294: King Edward I ordered a fleet of 20 galleys for use against the French.

17 November 1869: Suez Canal opened.

20 November 1939: The first British submarine success of WWII when *HMS Sturgeon* sank the German trawler *Gauleiter Telschow*.

23 November 1896: Lofts were set up to train carrier pigeons at Portsmouth, Sheerness and Devonport.

25 November 1975: Third Cod War begins.

26 November 1703: The Great Storm that destroyed 13 warships and the Eddystone lighthouse.

28 November 1959: HM Dockyard Hong Kong closed.

30 November 1874: Winston Churchill born.

NEXT MONTH

One of the major obsessions of the modern world is good communication.

The Royal Navy has been practising good communications for centuries.

Find out how...

Competition rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees of *Navy News* and their families or any company associated with the competition.

One entry per person. The decision of the judge is final.

Full competition rules are available by contacting us at the usual address.

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Clearly mark your entry 'Badge It' and include your name, address, age and membership number.

Normal competition rules apply.

Closing date 30 November 2003.



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Send your completed form to the address below with a cheque or postal order for the correct amount, made payable to NAVY NEWS:

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You can also enrol online at www.navynews.co.uk/youngreaders or over the phone by credit or debit cards (we accept payment by: Visa, Mastercard, Delta or Switch)



Sea Cadets

Rebel co made a Freeman

FREEDOM of the City of London has been awarded to Lt Cdr Nick Moulton, Commanding Officer of the TS Rebel Sea School based at Walton-on-the-Naze.

Nick (51) was admitted to the Freedom at a ceremony at the Guildhall attended by his nominator, former Lord Mayor Sir Greville Sprat.

Cdr Moulton's sea-going career and nautical connection with London started in 1971 when he was a young sailor with the London Division of the Royal Naval Reserve.

He specialised in mine warfare and during his eight years' service spent much of his time at sea. In 1979 he joined the Sea Cadets as an instructor and after working with a number of London units formed the TS Rebel School in 1986 to "concentrate on providing sea-training facilities for cadets from London and Essex".

TS Rebel has since had more than 1,000 cadets pass through its specialist training facility and now has a staff of over 15 qualified volunteers, including members of the local Coastguard.

It operates an offshore yacht, three racing yachts and a powerboat. The school has achieved recognition from the Royal Yachting Association for providing offshore, keelboat and powerboat courses which enable cadets to gain valuable civilian qualifications as well as progressing their cadet training.

Among the cadets who have been students at TS Rebel, many have gone on to develop careers with the Armed Forces, Merchant Navy and the marine leisure industry.

Cdr Moulton is also a member of the Coastguard Rescue Team based at Walton and is a volunteer Custody Visitor working with the Essex Police Authority.



CONCORD'S BELL RINGS TRUE AGAIN

SHIP's bell of the destroyer HMS Concord, scrapped in 1962, has been handed over to TS Hornet for safe-keeping.

Representatives of the ship's six Commissions (1947-58) gathered at the Gosport unit's headquarters to watch HMS Concord Association president Lord Cottesloe and Chairman Peter Lee-Hale hand it over.

Discovery and recovery of the bell had taken nearly seven years. Peter told *Navy News* that when the Association was formed in 1995 he had started with the breaker's yard in Inverkeithing and moved to various

Admiralty disposal yards – all to no avail. Then he discovered that Concord's first Captain, Cdr Bill Donald DSC* was still alive and living in the Lake District.

At 89 he was too frail to travel to Portsmouth for the annual reunion, so it was arranged for a local newspaper to interview him on video.

This was delivered to the reunion – and as the camera panned in on him, alongside him was the bell which he had converted into a lamp.

Search over. When Cdr Donald died last year, his family handed it back to the Association who restored it to its

former state.

Peter Lee-Hale said that since the Association had been formed they had lost 48 members – and they felt there was no better way to safeguard the bell and perpetuate HMS Concord's memory than to present it to TS Hornet, the unit they had formally adopted last year.

The bell will now be rung there at the unit's twice weekly parades and on other special occasions.

● **BELL RINGS AGAIN:** L-R are Lord Cottesloe, Cadet Matthew Dugard, CO Lt Karen Steward and Peter Lee-Hale

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Night passage for six through Dover Straits

SI X cadets from Southend Unit TS Implacable spent two days and a night on board their affiliated ship HMS Grafton, on passage from Portland to London's Royal Victoria Docks.

The cadets were hosted by the unit's liaison officer and ship's navigating officer, Lt Charles Guy.

Soon after leaving Portland they were treated to a fly past by the ship's helicopter.

They were given a complete tour of the ship and spent time in the

operations room before joining Lt Guy on the bridge as he guided the Type 23 frigate through the Straits of Dover at night.

The cadets were up early on the second day and rejoined Lt Guy on the bridge as the ship entered the Thames Estuary – where they were able to spot their own unit's moored boats as they sailed past their home town.

Southend's Officer-in-Charge S/Lt Barry Carr told *Navy News*: "This was an excellent opportunity for the cadets."

"We have been affiliated to HMS Grafton for a few years now

and have paid her many visits when she has been alongside at Portsmouth.

"Due to her busy programme, this has been the first time cadets have had an opportunity to get some time at sea."

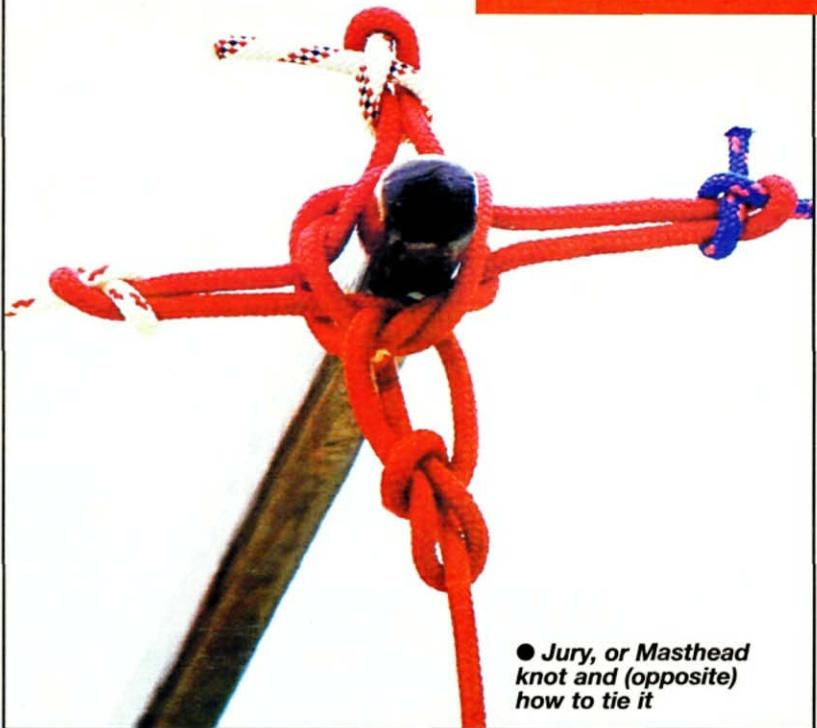
"This was a very successful visit. The feedback from the ship has been positive and there are plans to try and arrange another trip soon."

● **POINTING THE WAY:** HMS Grafton with (inset) Cdt Michael Hawkins on the bridge





YOUR KNOTTY PROBLEMS SOLVED



● Jury, or Masthead knot and (opposite) how to tie it

AJURY or Masthead Knot (shown here) may be used for attaching shrouds to a jury mast or for erecting a temporary flag pole – and for many other similar applications. "Three loops are formed and interleaved so that the left part of the bottom one overlaps the right side of the top one in the centre of the middle loop.

"These two sides are then pulled out in a weaving pattern and the top side of the middle loop is pulled upward. The process produces three loops and two tails, which can be linked to form another loop."

"The masthead or pole top inserts in the centre of the whole knot. Guys or shrouds are then attached to the knot's loops with Becket Bends."

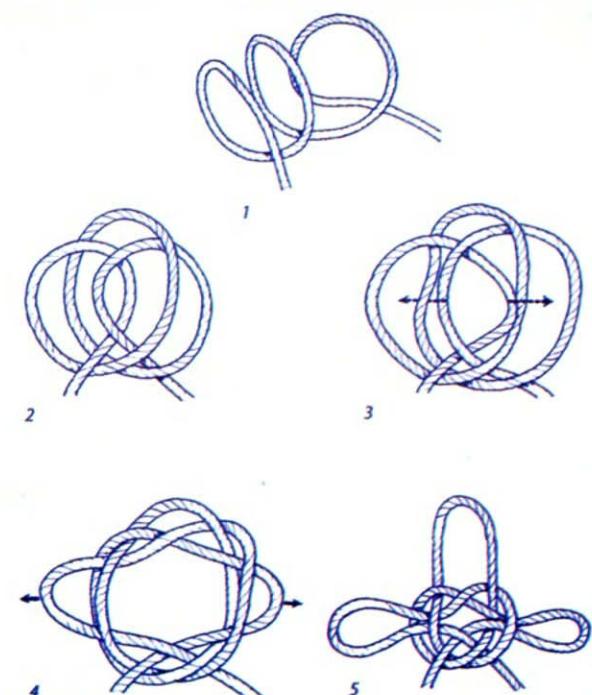
Mmm...

Confused? Well, fortunately Bill Beavis' exceptionally clear 'how to' drawings complement Colin Jarman's classic *Knots in Use* (Adlard Coles Nautical £8.99), now reissued in an attractive full colour format.

Uniquely, it shows at a glance both how to tie the knot, bend or hitch, and how to use it most effectively.

It covers all the most useful and practical knots, bends, hitches, whippings and splices in everyday use and is recommended by the RYA to its evening class students.

Every unit should have a copy – and every cadet should have one for Christmas.



Sailing regatta finds Tom on topmost form

TOP open sailor in the SCC is Tom Bovington of Newhaven's TS Defiance.

"When he was ten years old we took him to stay with his grandmother in the Lake District," he said.

"She gave him a copy of *Swallows and Amazons* and he was hooked from that moment on."

When Newhaven and Seaford Sailing Club held an open day the family went along – and Tom

wasn't too surprised.

"When he was ten years old we took him to stay with his grandmother in the Lake District," he said.

"She gave him a copy of *Swallows and Amazons* and he was hooked from that moment on."

When Newhaven and Seaford Sailing Club held an open day the family went along – and Tom

promptly joined. Now he has been awarded two gold medals which are his to keep after he hands back his two solid silver trophies in a year's time.

As *Navy News* went to press Newhaven Unit Press Officer Amanda Wilkins was preparing to take part in the second Beachy Head Marathon to raise funds for TS Defiance's new headquarters. Called Operation Zeal, this is a community project, part of the regeneration of the Sussex town.

● **SILVER COLLECTION:** TS

Defiance's Tom Bovington shows off his trophies.

LORD Lieutenant of Berkshire Philip Wroughton presented his Awards to (left to right) Marian Boardman, for 25 years Admin and Stores Officer of Maidenhead's TS Iron Duke; PO Cadet Abby Spencer of Slough Unit TS Lion (invested as Lord Lieutenant's Cadet); and CPO Tony Atkins, OIC TS Lion for his 18 years of dedicated service to the youth of Slough.

Mrs Boardman has been highly commended on her work many times in Royal Naval Inspection reports.

Abby Spencer joined TS Lion in 1997 and was rated PO Cadet in May this year.

CPO Atkins has served TS Lion diligently as an instructor and now as OIC, despite being diagnosed with cancer and undergoing a major operation in 1997.



Juliette helps save the day

TWELVE-year-old Juliette Millard led Bury St Edmunds Unit band to high acclaim when they stepped in at short notice to lead RAF Honington's Freedom Parade through the town.

The light blue people – Honington is the depot for the RAF Regiment – discovered after most of the arrangements had been made that no official band was available for the event.

Juliette, who has been with the Sea Cadets for only six months, has already become a proficient band member and obtained her Cook/Steward badge.

Her CO says she is "a girl with burning ambition" who aims to be a Petty Officer Cadet at the youngest possible age.

"If she continues to progress like this, she will make it!"

Berkshire's best





Sport

Fixtures

Major RN sporting fixtures for November and early December. More details on 023 9272 3394.

November: 1-2, Basketball Inter-Command Championships, Bickleigh Barracks; 7, Boxing RN v Southern Counties Select, Portsmouth; 8-9, Netball RN v Cornwall, St Austell; 8-9, Windsurfing Course Racing Round 8, Southsea; 9, Football RN Youth v ENT FA, Portsmouth; 12-13, Boxing RN Novice Championships, Devonport; 12 Football RN v AFA, Portsmouth; 19 Football RN Women v Cambridge Uni, Portsmouth; 20, Boxing RN v Scottish Select, Faslane; 20, Football RN U21 v Hampshire FA, Portsmouth; 23-24, Football Women's Inter Command, Portsmouth; 26, Football RN v Wiltshire, Salisbury; 30 Football RN Youth v Sussex, Portsmouth.

December: 2, Football RN U21 v Army, Portsmouth; 3, Boxing HMS Sultan Open, Gosport; 3, Football Combined Services v Havant & Waterlooville, Portsmouth; 3-4, Sea Angling Inter Service Championships, Deal; 6, Water Polo RN v West Country, Devonport; 10, Football RN Women v Plymouth Argyle Ladies, Devonport; 13-14, Netball RN v Devon, Devonport.

Size matters for Navy's smallest sailing club

THE SMALLEST boats in the RN's sporting fleet took to the waters of Gosport's Walpole Park without their crew getting wet.

The park hosted the inaugural championships of the Royal Navy Radio Control Yachting Association.

Thirteen boats, based on the International Sailing Federation one-metre class, raced on the lake as serving and ex-RN personnel showed off their control skills.

Gosport Model Yacht and Boating Club played host to the keenly-fought championships over two days.

Despite its title, the RN club boasts RNR members and representatives of the Commonwealth forces and army and RAF in its ranks.

Bring on the Barbarians



SCRUM half Dave Pascoe and winger James Phillips are expected to fly the RN flag in this month's forces clash against a Barbarians XV.

The Combined Services are looking to build on last year's success when for the first time they defeated the Barbarians at Plymouth.

This year's clash switches grounds to Aldershot, with forces coach Andy Hickling able to call upon a full-strength squad – unlike his Barbarian counterpart.

The cream of the nation's rugby players are in Australia for the World Cup, but those left behind in the UK are tipped as the stars of the future. Tickets for the November 11 match (KO 3.30pm) on 01252 334415.

Mettle of Mike the ironman

ROYAL Marine chef Mike Beaton has entered the annals of sporting history after becoming Britain's first serviceman to complete one of the world's toughest races.

Just 40 athletes felt they were up to the challenge of the Double Ironman Triathlon swim, bike and road race in the USA.

The surroundings of Lake Virginia provided the scenic backdrop for the punishing race: a 4.8-mile swim, 224-mile bike ride and a double marathon – 52.4 miles.

Competitors are expected to finish within 36 hours. The sergeant from Lympstone crossed the line in 28 hours and 55 minutes – and in third place.

Mike, who runs the green berets' chefs display team based at the Commando training centre, has run in ironman events before, but felt the 'double' would prove the ultimate personal and physical challenge.

The veteran marine was in first

position after climbing out of the lake, but the cycle ride proved to be punishing.

"I've never cycled more than 80 miles so there were points when I thought: 'I'll never see the end.' But you get over that," Mike explained.

"At times you're running along, falling over yourself. For the last 10 miles of the marathon I was just stumbling along. I managed to get a grip of myself."

"Sixty per cent is down to training, 20 per cent is mental state and 20 per cent is luck."

Any time under 30 hours is highly regarded in this field of endurance sport.

"I'm living on a high at the moment. There are only about five people in the country who have completed the Double Ironman," the chef added.

"For me winning wasn't important. Finishing was. Would I do it again? No. I've had some great trips with my sport. Now it's time to give something back."

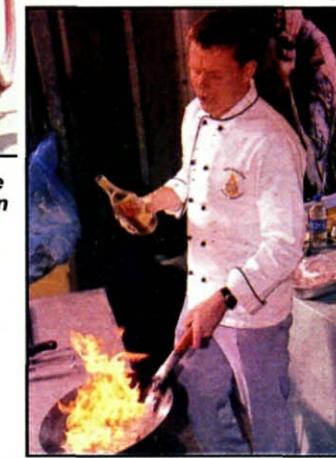
When not straining muscles, the



● On track: Sgt Mike Beaton on the cycling stage of an Ironman triathlon and (right) performing his less rigorous day job as a chef

sergeant can be found promoting the chefs' branch of the RN and RM with the touring team both inside and outside the service.

Mike is looking to coach other endurance athletes in the RN and RM and encourage those who fancy following in his ironman wake. He can be contacted on 01392 414273.



New kit to help find new faces

NAVAL bosses in the East Midlands are hoping sporting success will lead to recruiting success by supporting one of the region's top RU sides again.

The RN and RM dipped into their pockets to pay for fresh kit for the first XV of John Cleveland College in Hinckley, Leicestershire.

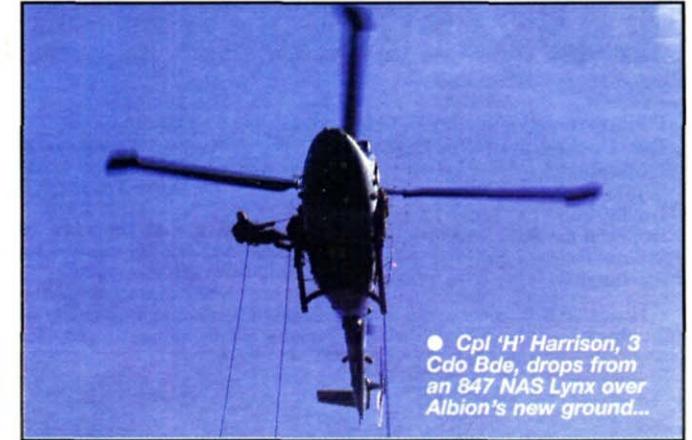
It's the third year running the RN has sponsored the college side which is one of the finest breeding grounds for rugby talent on the school and college circuit.

Five current Leicester Tiger players, including England internationals Graham Rowntree and Ollie Smith, once trotted out for the college side.

The Royal Marines have also benefited from association with the Hinckley college. Former players/students Stuart Barnes and Ben Ashfield have both recently passed through RM training – Stuart is serving with 45 Cdo and Ben has joined 40 Cdo.

"The RN has a strong tradition of producing excellence in international sport and our nationwide strip-sponsoring scheme is a great way of highlighting the fantastic sporting opportunities available to RN personnel," said RN and RM regional careers adviser Roger Old.

Marines drop in on ground's first game



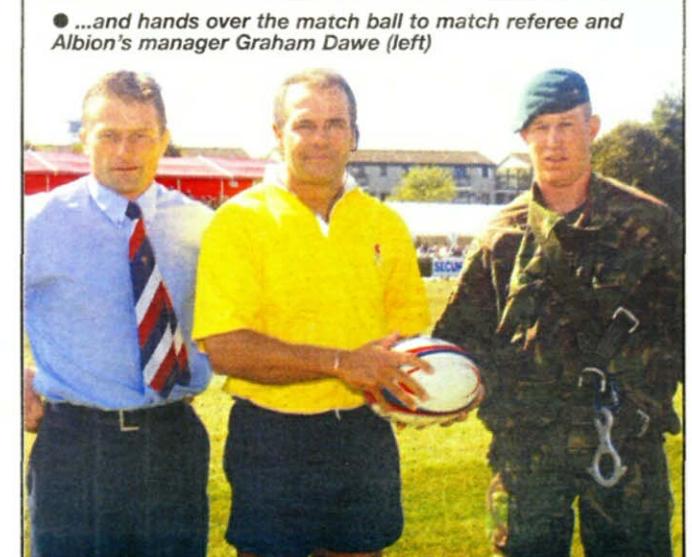
● Cpl H' Harrison, 3 Cdo Bde, drops from an 847 NAS Lynx over Albion's new ground...

GREEN Berets helped Plymouth Albion RUFC begin the new season at a new ground in style, by delivering the match ball for the opening clash directly from a Lynx.

Cpl H' Harrison from the Brigade Patrol Troop, 3 Commando Brigade, abseiled from the helicopter into the centre circle at the club's Brickfields stadium in front of a crowd of 3,000 to hand the ball over to match officials.

His efforts entitled his comrades to an afternoon in the hospitality tent, the odd beer and photo opportunities with cheerleaders.

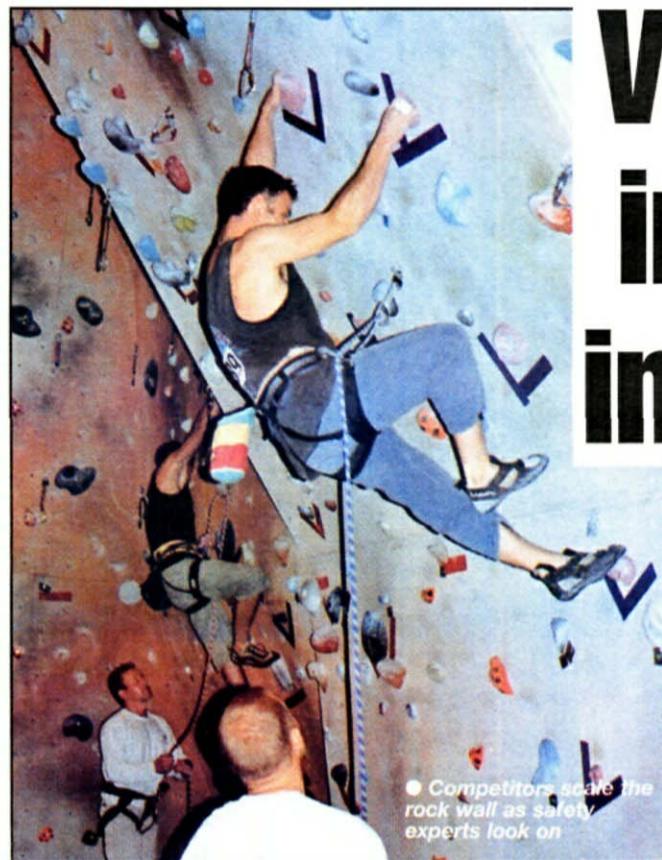
The only downside of the stunt was that it failed to bring the desired result: the Albion were beaten 16-10 by Otley.



● ...and hands over the match ball to match referee and Albion's manager Graham Dawe (left)

They were awarded a penalty try after Plymouth collapsed a scrum, and Phillips converted giving NAC a decisive 13-10 lead with 15 minutes to go. Plymouth had a chance to win the match with 10 minutes remaining but Jim's dash for the corner was eventually blocked by the NAC defence and the opportunity went begging.

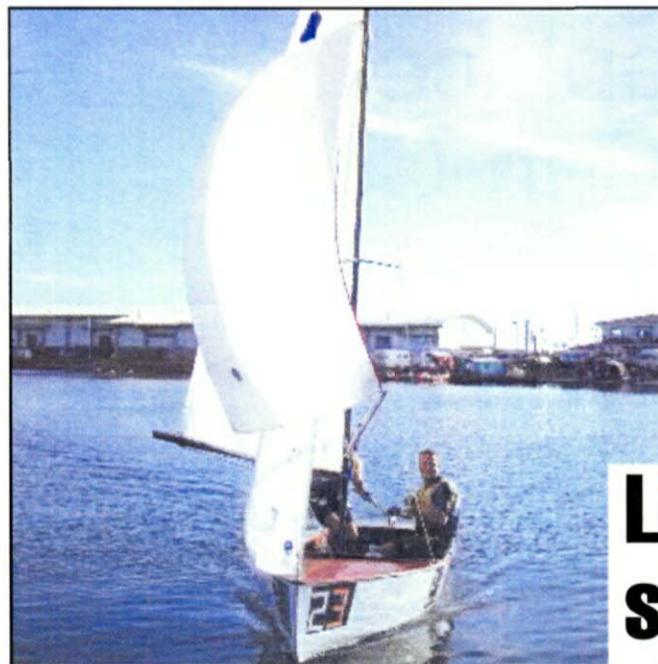
Jenny Weekes, Surg Capt Inverdale's daughter and joint provider of the trophy, performed the honours in presenting the trophies, but her TV presenter brother and rugby fan John was unable to attend this year's final as he was covering the World Cup in Australia.

Sport**Sports injury centre opens at Culdrose**

SPORTING injury victims at Culdrose NAS should find the road to recovery easier going in future after a treatment centre was opened.

The primary care unit, part of the cardio-vascular suite in the air base's sports centre, provides help on-site for personnel with sporting injuries – help in the past they would have sought outside Culdrose.

"Fortunately sporting injuries are not a frequent occurrence, but this new unit means that minor injuries can be worked on before they become chronic and any serious injury can be treated immediately by trained staff," said S/LT Tex Marshall, Culdrose's physical training officer.



● The RN Dinghy Sailing Team almost becalmed on Southport Lake during the 24-hour endurance test

THE 'LE Mans' of the dinghy world proved to be a real test of character for RN crews more used to the open sea.

The RN Dinghy Sailing Team raced a Lark, two Enterprises – one each for the Navy and Royal Marines – and a GP to Southport in the 24-Hour event whose goal, like the famous French road race, is to cover as many laps of a course as possible within the time limit.

The event attracted 70 teams from across the UK – most of whom raced on inland waterways and so were well used to the conditions experienced on Southport Lake.

Scotland take command title at third try

SCOTLAND finally took

the Inter Command football title at the third attempt – but it took an extra-time penalty to see off the surprise challengers Naval Air Command.

A spot kick put away by PO(PT) Steve O'Neil proved decisive in the 3-2 clash where both sides enjoyed

periods of supremacy. Scotland have lost in the final for the past two years, but set the pace early on with a long-range header from CPO(PT) Steve Riley to take the lead in the 10th minute.

Within 60 seconds, NAC were level when PO(PT) Steve Losh deflected a speculative cross into his own net.

After this frenetic start, neither side was able to break the deadlock until the early stages of extra time.

NAC's AEM Tom Lamborne put the airmen 2-1 up when his shot whistled past the outstretched arms of Scottish keeper LOM John Thompson.

But a second headed goal by CPO Riley brought the scores level again.

With a penalty shoot-out looming, MEM Topsy Turner was brought down in the NAC box allowing PO Neil to clinch victory.

In the league stages of the competition, Scotland had seen off Portsmouth 2-1 and Plymouth 4-1 to book their place in the final.

Favourites Royal Marines went down 2-1 to NAC, who then drew with Fleet 1-1 to earn their crack at the title.

Light winds stall dinghy 'Le Mans'

complete. For much of the race, the RN Enterprise and GP were in the top third of competitors, while the Lark with a leak was well down the field.

By the time the whistle sounded, the GP had covered 64 laps to put it in 18th place; the RN Enterprise was 21st (62 laps), RM Enterprise 30th (60 laps) and the Lark 57th (54 laps).

"Southport is not a race about getting to the finish first – although that would be great. It is more about the journey and I think everybody enjoyed the trip," said the team's Cdr Wayne Shirley.

Vince proves invincible on indoor slopes

A FRESH venue and fresh challenges faced Naval and Marine climbers for this year's indoor climbing championships.

Speed climbing – reaching the top of the wall by any holds possible in the shortest time – was introduced to the RNRM Mountaineering Club indoor championships to add extra spice.

But it was the spectacular falls which led to a few spills – and a trophy for OM Curtis Dawson of HMS Neptune who hit one of the organisers on the way down.

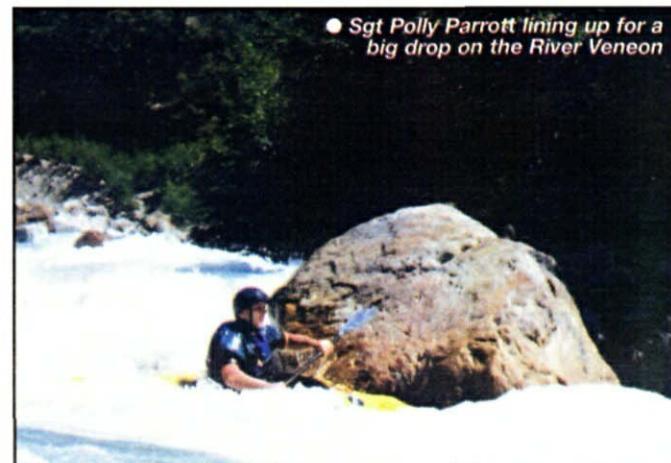
The championships were post-

poned for four months to allow for leave following operations in the Middle East.

The Ridge Climbing Wall at the Link Centre in Swindon hosted this year's contest, aided by experts from realscared.com.

Climbers had to lead two routes in their categories to count, with the overall winner Mne Vince from 45 Cdo taking the title from results in the lead climbing, bouldering and speed climbing events.

Results: Up to and including VS – 1 Mne Mackenzie, FPG RM, 2 Mne Cleghorn, 45 Cdo, 3 Mne Leek, FPG RM; HVS to E1 – 1 PO Trickett, HMS Southampton, 2 Musn Hobson, RM Band Plymouth, 3 Musn Jones, RM Band Portsmouth; E2 and above – 1 OM Webb, HMS Neptune, 2 Cpl Kavanagh, CTCRM, 3 Mne Vince, 45 Cdo; Boulder – 1 S/LT Batho, BRNC, 2 Cpl Kayll, 42 Cdo, 3 Mne Vince, 45 Cdo; Speed climb – 1 Cpl Stratford, RM Poole (9.5 secs), 2 L/Cpl Peacock, 40 Cdo (9.7 secs), 3 Mne Vince, 45 Cdo (10.8 secs); Best veteran – Lt Cdr Reynolds, 2SL HQ; Best female – Musn Jones, RM Band Portsmouth; Best fall – OM Curtis Dawson, HMS Neptune; Best climber overall – Mne Vince.

**Boulder dash for kayakers**

VETERAN kayakers sought out white-water thrills in the French Alps as they looked for greater challenges.

A team of more experienced paddlers from the RN and RM were tested to the limits of their sporting knowledge in Expedition French Connection.

The team spent eight days riding 14 rivers in the French Alpine region, where the fast-running, ice-cold waters proved as demanding as any the kayakers had ridden.

The team of Cdr Brian Meakin, Lt James Mount and CPOs Carl Harwood and Tom Sawyer came in a credible fifth out of 29 teams in the 88-mile slog.

The fliers from 849 NAS recorded the fastest time by an RN team in the race's 18-year history, reaching Poole in 15 hours 25 minutes.

Fliers push green berets to the end

NAVAL fliers gave Royal Marines a run for their money in the annual Lympstone-Poole trek.

The team of Cdr Brian Meakin, Lt James Mount and CPOs Carl Harwood and Tom Sawyer came in a credible fifth out of 29 teams in the 88-mile slog.

The fliers from 849 NAS recorded the fastest time by an RN team in the race's 18-year history, reaching Poole in 15 hours 25 minutes.

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Natwest	13.2	193.84	6,978.24	449.72
Royal Bank of Scotland	16.5	203.26	7,317.36	788.84

*Another rate may apply depending on your personal circumstances. The Co-operative Bank p.l.c. reserves the right to decline any loan application, but may, in certain circumstances and at its discretion, offer a loan at an alternative rate to those advertised. Loans subject to status and not available to non-UK residents, anyone under 21 or over 69 years of age. Written quotations available on request. Rates correct as at 22/04/03. An example of a loan, with Repayment Protection, taken out at our typical rate of **7.8% APR** for £5,000 over 3 years, will be repayable by 36 monthly instalments of £181.35 and a total repayable of £6,528.52. The same typical loan example, without Repayment Protection, will be repayable by 36 monthly instalments of £155.71, and a total repayable of £5,605.38. The Bank may monitor and/or record telephone calls between you and the Bank for security and/or training purposes. ** Once we have your signed agreement form, same day transfer is via CHAPS, before 3pm, at a cost of £20. Registered Office: The Co-operative Bank p.l.c., 1 Balloon Street, Manchester M60 4EP. Registered Number 990937. Website: www.co-operativebank.co.uk

current accounts	savings and investments	credit cards	mortgages	loans	insurance
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WINTER WARMERS

Shop Online – www.navynews.co.ukShop Online – www.navynews.co.ukShop Online – www.navynews.co.uk**New*****A****D****A: Ladies Rugby Shirt**

100% ring spun cotton. Semi-fitted for feminine shape. Tapered side vents, embroidered with the Ensign Flag. Available in three beautiful colours, lilac, sky blue or navy. Sizes: 10, 12, 14 16/18 £27.99 UK; £28.83 EU; £27.15 O/S

B: Rugby Shirt

Long sleeve unisex shirt. 100% cotton. Traditional rugby collar, split side seams. Beautifully embroidered with the Ensign Flag. Available in Navy. Sizes: S – XXL £29.99 UK; £30.73 EU; £29.69 O/S

C: Regatta Jacket

This luxury winter jacket is made from a soft touch, strong, water repellent fabric. Two secure outer pockets, and two inner pockets. Zip front fastening. Uniquely finished with the White Ensign embroidered on the left arm. Sizes: S – XXL £38.99 UK; £41.13 EU; £41.76 O/S

D: Baseball Caps

Royal Navy embroidered Ensign on the front with the Royal Navy on the back. Available with either Red or White writing. £8.50 UK; £9.02 EU; £8.33 O/S

Sky**Navy****H: Ties**

A range of elegant and stylish ties featuring a range of naval designs for every occasion. 100% Polyester.

- Clip-on Club Tie
- Clip-on/Full Casual Tie
- Clip-on/Full Crown Tie
- Clip-on/Full Crown & Anchor Tie

£12.50 UK; £13.00 EU;
£11.49 O/S

Please Note:
Due to technical
limitations with the
printing process,
the colours shown
may differ slightly
from the actual
item.

J: Dressing Gown

Luxury unisex towelling robe. 100% cotton. Deep pockets. Embroidered with the Royal Navy crown. Available in Navy or White. Sizes: Small/Med Large/XL £36.00 UK; £39.40 EU; £42.01 O/S

**FREE FACE CLOTH
WITH EVERY ROBE!**

White**J****White**

GORGEOUS GIFTS

Shop Online - www.navynews.co.ukShop Online - www.navynews.co.ukShop Online - www.navynews.co.uk**A: Wine Set**

4 piece wine set comprising of Corkscrew/Bottle Opener, elegant Wine Stopper, Thermometer and Wine Chart. Presented in an elegant black box.
£30.50 UK; £31.58 EU;
£30.18 O/S

B: Hip Flask

Stainless Steel with a satin finish. Hinged screw top lid. Stylishly engraved with the Royal Navy Crown. Beautifully packaged in a presentation box.
£16.99 UK; £17.70 EU;
£16.32 O/S

C: Bakkus Flask & Cigar Tube

Stainless Steel ball top spirit flask. Stainless Steel cigar tube (holds up to a Corona size cigar). Length 7". Both are air and watertight. Fits perfectly in the black leather case embossed with the Royal Navy Crown.
£20.11 UK; £20.96 EU;
£19.96 O/S

D: Beautifully styled Champagne Stopper

Crafted from Stainless Steel with an elegant satin finish and gold jewel effect.
Weighs 154g.
£24.99 UK; £25.61 EU;
£22.93 O/S

Please Note:
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limitations with the
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from the actual
item.

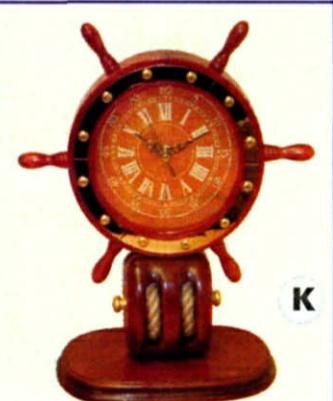
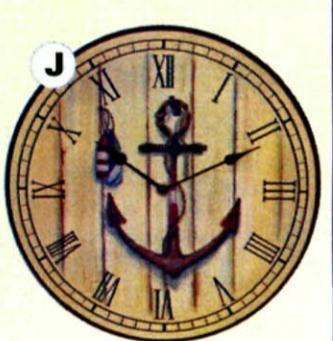
**E****G**

F: Cufflinks
Royal Navy Crown presented
on a blue enamel background.
Supplied in a navy blue
jewellery box.
£4.99 UK; £5.49 EU;
£5.10 O/S

J: Wall Clock
Lovely edition to anyone's
wall. Made from wood with an
authentic 'aged' anchor
picture.
Reliable quartz movement.
Battery operated. 31cm in
diameter.
(Batteries not included).
£11.99 UK; £13.11 EU;
£15.61 O/S

E: Oval Cufflinks
Royal Navy Crown presented
on a blue enamel background.
Supplied in a navy blue
presentation box.
£7.99 UK; £8.49 EU;
£7.65 O/S

H: Ships Wheel Wall Clock
This piece is made from
solid walnut wood which
gives it a rich deep
lustre. Bold roman
numerals on the dial
give the impression of
age. In a study or over a fireplace it
conjures up images of the past. A
beautiful piece.
Battery operated. 20 inches in diameter.
(Batteries not included).
£24.95 UK; £29.43 EU; £35.01 O/S

**K**

K: Ships Wheel Mantle Clock
The clock surround sits on
a solid wooden base.
Polished brass inlay strips
surround the clock face.
On a mantelpiece or desk it
conjures up images of the sea.
Battery operated. 33cm High.
(Batteries not included).
£19.99 UK; £21.59 EU;
£24.39 O/S

O: 18ct Gold Cufflinks
Elegant raised anchor design.
Solid 9ct gold.
Presented in a navy blue box.
£152.00 UK only + £3.65 p&p

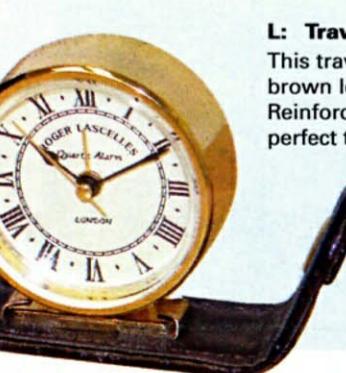
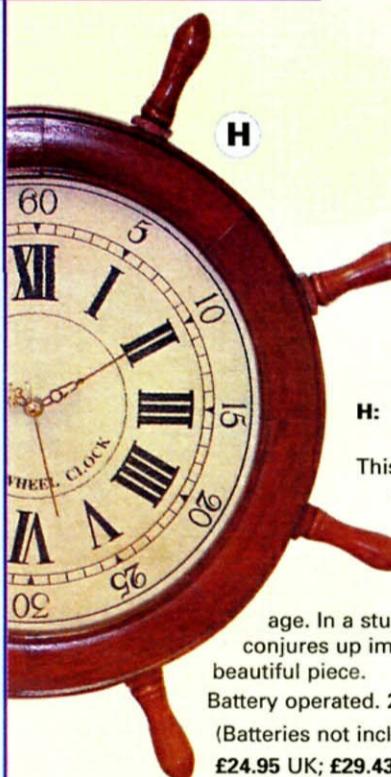


P: Elegant Sail Boat
With beautifully enamelled
sails crafted from 9ct yellow
Gold.
£115.00 UK only + £3.65 p&p



N: Stick Pin
Royal Navy White Ensign
under smooth translucent
enamel. Beautifully presented
in a presentation box.
£3.99 UK; £4.49 EU; £4.25 O/S

M: Lapel Pin
Royal Navy White Ensign
under smooth translucent
enamel.
£1.98 UK; £2.08 EU; £2.13 O/S



L: Travel Alarm Clock
This travel clock folds neatly into its
brown leather imitation crocodile case.
Reinforced case sides will make this a
perfect travel time piece. The clock has
a smooth gold effect finish
with clearly marked roman
numerals and hands.
Clock 46mm Diam
Case 60x60x30mm
£32.95 UK; £33.37 EU;
£28.94 O/S



**Q: Elegant 18ct
Yellow & White Gold
Anchor Brooch**
Set with rubies.
£176.00 UK only + £3.65 p&p



**R: Sterling Silver
Crown Brooch**
Exquisite silver crown brooch
adorned with marquisite
stones. A beautiful gift this
christmas.
£39.00 UK

GORGEOUS GIFTS

Shop Online – www.navynews.co.ukShop Online – www.navynews.co.ukShop Online – www.navynews.co.uk**New*****A: Jasper Bear**

Jasper is our special 'Christmas Bear' in need of a loving home. He wears a red jumper, embroidered on the front of which is the Royal Navy crown.

Jasper is made extra special by having your own personalised message embroidered on the back of his jumper.

To say 'Merry Christmas' to a relative, or 'I love you' to someone special, maybe the name of a ship that is close to someone's heart.

Jasper is a sitting down bear with a bean filled body, feet and hands. You will also be very pleased to know that Jasper complies with the EN71 European Toy Safety regulations. So why not say a very 'Merry Christmas' to a special someone this year, by giving them their very own Jasper with a personalised message. Delivered in a special bear postal tube.

Orders must be received by 27th November 2003, message with no more than 22 letters.

£27.95 UK; £28.79 EU;
£26.70 O/S

Jasper will be available until 31st December 2003.

Blackburn Buccaneer

S.Mk. 2, No. 801 Sqn.
Royal Navy, HMS Victorious,
1965



Navy News is proud to bring you this limited edition die cast Corgi model.

Scaled at 1:72 with a wingspan of 180mm

Features include: Clear canopy with pilot figure, interchangeable undercarriage, bomb bay detail, authentic armoured, opening air brakes and faithfully reproduced livery.

£39.99 UK; £42.76 EU;
£44.01 O/S

C: Country Companion

The ideal glove box accessory. Be prepared for a walk in the country. Comprises of Binoculars, Multi Purpose Pen Knife, MiniTorch, Survival Blanket, Compass and Whistle. Royal Navy crown printed on the case.

£24.50 UK; £25.44 EU; £24.38 O/S

**New*****D: China Mugs**

Delicate fine bone china mugs, intricately detailed with ancient maps from the UK Hydrographic Office.

Beautifully designed with gold rims and detailing on the inside.

Individual Prices

£7.50 UK; £8.35 EU; £8.73 O/S
Set of Three
£19.99 UK; £21.27 EU; £23.50 O/S

E: China Cup & Saucer

Exquisite fine bone china tea cup and saucer. Both intricately detailed with ancient maps and historic scenes. Finished with an elegant gold trim on both cup and saucer.

Individual Prices

£12.50 UK; £13.40 EU; £14.66 O/S
Set of Two
£22.00 UK; £23.22 EU; £24.67 O/S



Please Note:
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G: Bosuns Call

In Lord Nelson's time they were used on board to pipe orders to your crew. Today you can treasure this piece as a keepsake. Measures 5" in length and comes complete with a matching neck chain. Presented in a beautiful box.

£9.99 UK
Please enquire for EU & O/Seas prices.



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